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CHINA. No. 7 (1901).

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CORRESPONDENCE

RESPECTING THE

IMPERIAL RAILWAY OF NORTH  
CHINA.

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*Presented to both Houses of Parliament by Command of His Majesty.  
August 1901.*

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## Correspondence respecting the Imperial Railway of North China.

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### No. 1.

*British and Chinese Corporation to Foreign Office.—(Received July 14.)*

Sir,

3, Lombard Street, London, July 14, 1900.

I HAVE the honour to submit, for your information, the annexed translation of a telegram which we have received through the Hong Kong and Shanghai Banking Corporation.

I have, &c.  
(Signed) W. KESWICK, *Chairman.*

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### Inclosure in No. 1.

*Telegram received from Shanghai, dated July 13, 1900.*

TIEN-TSIN Agency writes 8th July: Russians seized railway, turned out O. W. Kinder and staff. Recommend you to request Foreign Office to remind Russian Government railway is already mortgaged British bondholders.

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### No. 2.

*The Marquess of Salisbury to Consul Carles.*

(Telegraphic.)

*Foreign Office, July 15, 1900.*

NORTHERN Railways.

The Tien-tsin Office have written to Shanghai on the 8th instant that the Russians had seized railway, and turned out Mr. Kinder and staff.

Report the exact circumstances under which this took place.

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### No. 3.

*Vice-Admiral Sir E. Seymour to Admiralty.—(Communicated by Admiralty, July 18.)*

(Telegraphic.)

*Taku, vid Chefoo, July 17, 1900.*

AT a Council of Admirals on 16th July it was decided by majority that the railway between Taku and Tien-tsin should be managed and guarded by Russians, who are now in possession of it, but there was a stipulation that the railway should be given over to the former Administration as soon as military circumstances admit.

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### No. 4.

*Consul Carles to the Marquess of Salisbury.—(Received July 20.)*

(Telegraphic.)

*Tien-tsin, July 17, vid Chefoo, July 20, 1900.*

IT was agreed at a Conference of Admirals at Taku, British and Americans alone opposing, to leave railway between Tongku and Tien-tsin in the hands of the Russians.

An exclusive control over line has of late been exercised by the Russians.

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## No. 5.

*Consul Carles to the Marquess of Salisbury.—(Received July 24.)*

(Telegraphic.)

*Tien-tsin, vid Chefoo, July 20, 1900.*

IN reply to your Lordship's telegram of 15th July, I have to report that since Kinder left Tongshan on 17th June his staff has not been engaged on railway work. Since that date the line from Tongku to Tien-tsin has been in hands of the military.

Other Powers assisted at first in repairing line, but Russia has had sole charge latterly.

## No. 6.

*The Marquess of Salisbury to Sir C. Scott.*

(Telegraphic.)

*Foreign Office, July 25, 1900.*

A TELEGRAM has been received from Admiral Seymour stating that it was decided by a majority, at a Council of Admirals held on the 16th July, that the railway between Tien-tsin and Taku should be guarded and managed by the Russian forces.

You should inform the Russian Government that at present no objection is raised by Her Majesty's Government to this arrangement, as it may be considered the most convenient one in the circumstances, but the line is mortgaged to British bondholders, and it must be clearly understood that the railway will revert to its former management on the termination of the present hostilities.

## No. 7.

*Sir C. Scott to the Marquess of Salisbury.—(Received July 30.)*

My Lord,

*St. Petersburg, July 26, 1900.*

I HAVE the honour to transmit herewith to your Lordship a copy of a note which I have addressed to Count Lamsdorff, in compliance with the instructions conveyed to me in your telegram of yesterday's date, in consequence of the decision of the Council of Admirals that Russian forces should guard and manage the line of railway between Tien-tsin and Taku.

I have, &c.

(Signed) CHARLES S. SCOTT.

Inclosure in No. 7.

*Sir C. Scott to Count Lamsdorff.*

M. le Comte,

*St. Petersburg, July 13 (26), 1900.*

I HAVE the honour to inform your Excellency that, according to a telegraphic report received by Her Majesty's Government from Admiral Seymour, it appears that it was decided by a majority in a Council of Admirals, held on the 16th instant, that Russian forces should guard and manage the line of railway between Taku and Tien-tsin.

The Marquess of Salisbury has instructed me to inform the Imperial Government that Her Majesty's Government have no desire to raise any objection at present to this arrangement, which may have recommended itself as the most convenient for adoption in the present circumstances, but I am desired to add that, as this line of railway is mortgaged to British bondholders, it is necessary that there should be a clear understanding that the line will revert to its former management on the termination of the present hostilities.

I avail, &c.

(Signed) CHARLES S. SCOTT.



No. 8.

*Sir C. Scott to the Marquess of Salisbury.—(Received August 2.)*

(Telegraphic.)

*St. Petersburg, August 2, 1900.*

REFERRING to your Lordship's telegram of the 25th July and to my despatch of the 26th July respecting the railway between Tien-tsin and Taku :

I have just received a reply from the Russian Minister for Foreign Affairs.

He says that Russian Government has no objection on its side to the understanding, but that, on reversion of line, the question of repaying expenditure incurred in repairing and managing must be taken into consideration.

I am sending by post translation of Russian text of note.

Count Lamsdorff said to me yesterday that on the termination of hostilities the line would naturally revert to former management, but that the Company would have to be responsible for the expenditure incurred in repairing the line, which had been almost entirely destroyed.

No. 9.

*Sir C. Scott to the Marquess of Salisbury.—(Received August 7.)*

My Lord,

*St. Petersburg, August 3, 1900.*

WITH reference to my despatch of the 26th ultimo, I have the honour to transmit to your Lordship herewith copy, in translation, of a note which I have received from Count Lamsdorff on the subject of the handing over to the Russian military authorities of the Taku-Tien-tsin railway line.

His Excellency states that the Imperial Government agree that the above line shall revert to its former Administration on the termination of the present disturbances, it being understood that the question of the expenses incurred in the repair and maintenance of the line shall be taken into account in due season.

I have, &c.

(Signed) CHARLES S. SCOTT.

Inclosure in No. 9.

*Count Lamsdorff to Sir C. Scott.*

(Translation.)

*Ministry for Foreign Affairs, 1st Department,*

M. l'Ambassadeur,

*St. Petersburg, July 19 (August 1), 1900.*

IN the note of 13th (26th) July, your Excellency stated that the British Government, while offering no objection to the decision arrived at in the Council of the Commanders of the international forces held at Tien-tsin on the 3rd (16th) July as to handing over to the Russian military authorities the Taku-Tien-tsin railway line, considered it necessary, however, that the above line should, after the termination of the present disturbances, revert to the former Administration with a view to securing the interests of the British holders of the bonds of the railway.

I have the honour to inform you, in reply to the above note, that the Imperial Government does not, on its side, encounter any difficulty in placing the present matter on such a basis, it being understood, however, at the same time that the question of the expenses incurred in repairing and maintaining the Taku-Tien-tsin railway line shall, in due season, be taken into account and subjected to proper consideration.

Accept, &c.

(Signed) Count LAMSDORFF.

## No. 10.

*Acting Consul-General Warren to the Marquess of Salisbury.—(Received August 16.)*

(Telegraphic.)

*Shanghai, August 16, 1900.*

THE Hong Kong and Shanghai Banking Corporation have addressed me on behalf of the bondholders of the Chinese Railway Loan, 1898, on the subject of the present control of the railway by the Russian troops, and they request that, both in their own interest and that of British influence in the north of China, Her Majesty's Government be moved to make such representations as will insure the rendition of the line immediately on the cessation of hostilities. They call attention to the facts that Russian engineers have shipped railway tools and appliances to Port Arthur, and that the railway offices and archives at Tien-tsin were destroyed by the Russians, which facts they cite in justification of their apprehension that their interests will be gravely prejudiced unless Her Majesty's Government takes action.

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## No. 11.

*Vice-Admiral Sir E. Seymour to Admiralty.—(Communicated by Admiralty, August 19.)*

(Telegraphic.)

*Shanghai, August 19, 1900.*

REFERRING to my telegram of the 17th ultimo, I have information Russians claim right to continue railway from Tien-tsin on to Peking, stating the whole of line was turned over to them by the Council of Admirals on 16th July. This was not so, but only the Taku-Tien-tsin section, I and American Admiral opposing it.

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## No. 12.

*The Marquess of Salisbury to Sir C. Scott.*

(Telegraphic.)

*Foreign Office, August 20, 1900.*

TAKU-TIEN-TSIN Railway.

With reference to your telegram of the 2nd instant, it is stated by representatives of the bondholders that railway tools and appliances have been shipped to Port Arthur by Russian engineers, and that Russian troops destroyed railway offices and archives at Tien-tsin.

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## No. 13.

*The Marquess of Salisbury to Acting Consul-General Warren.*

(Telegraphic.)

*Foreign Office, August 20, 1900.*

TAKU-TIEN-TSIN Railway.

The Russian Government have stated, in reply to representation from Her Majesty's Government of the 25th July, that on cessation of hostilities the Taku-Tien-tsin Railway will naturally revert to former management, but that, as regards the expenditure incurred in repairing the line, the Company will have to be responsible.

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## No. 14.

*Consul Carles to the Marquess of Salisbury.—(Received, vid Chefoo, August 22.)*

(Telegraphic.)

*Tien-tsin, August 9, 1900.*

RUSSIAN engineers are now repairing line north of Tien-tsin. As this portion of line is outside that provided for at Admirals' Conference, General Dorward wrote offering to assist; no definite answer has been returned to his letter.

## No. 15.

*The Marquess of Salisbury to Sir C. Scott.*

(Telegraphic.)

*Foreign Office, August 23, 1900.*

PEKING-TIEN-TSIN Railway.

With reference to your telegram of the 2nd instant, the Admiral at Shanghai hears that a claim to the right of guarding and managing the whole line from Tien-tsin on to Peking has been put forward by the Russians. They affirm that the Council of Admirals on the 16th July turned over the whole line to them.

Admiral Seymour denies that this was so, and states that it is only of the Taku-Tien-tsin section that it is true.

The Rear-Admiral and the General have been informed by Admiral Seymour that the Russians derive no right to hold the line from any decision of the Council above mentioned.

## No. 16.

*British and Chinese Corporation to the Marquess of Salisbury.—(Received September 14.)*

My Lord,

*3, Lombard Street, London, September 13, 1900.*

THE advices received from Tien-tsin indicate that the Russian occupation of the Northern Railway is progressing rapidly, and in a manner to give rise to the most serious apprehension that there is a design to make the line a Russian possession.

A few days ago we were informed that the sections Taku to Tien-tsin, and Tien-tsin to Yang-tsun were in Russian hands, and now we are told that they have also occupied the Peking terminus.

The section Yang-tsun to Peking is heavily damaged, and will require about six months to repair. Section Tongshan to Shanhaikwan is in good order, in Chinese hands and worked by them.

The repairs to the section so seriously damaged between Yang-tsun and Peking, we consider, should be made by the Railway Company and not by the Russian Government. Mr. Kinder is on the spot and available to expeditiously carry out the work. There are funds belonging to the Railway Company which might be applied to meet the cost if the outlay were sanctioned, and Her Majesty's Government guaranteed the protection of the line, and provided also that Her Majesty's Government undertook to include the expenditure in the general indemnity recoverable from the Chinese Government. Such recovery would be necessary in order to refund the money which is part of the produce of the Railway Loan, and held specifically for construction (not repairs).

The situation created by events is calculated to develop complications unless immediate recognition is given to the ground fact that the line is a security for money raised in England for the express purpose of constructing the railway.

For these reasons we would urge that attention be given at the earliest possible moment to the whole line being brought, if practicable, under the control of the Railway Company, but if for general military purposes the sections from Taku to Tien-tsin and Tien-tsin to Yang-tsun must be administered for a time longer, as at present, than that all the other parts should be treated and protected as we have pointed out.

We have, &c.

(Per the British and Chinese Banking Corporation, Limited),

(Signed) W. KESWICK, *Chairman.*

No. 17.

*Foreign Office to India Office.*

Sir,

*Foreign Office, September 17, 1900.*

I AM directed by the Marquess of Salisbury to transmit to you, to be laid before Lord G. Hamilton, copy of a letter from the British and Chinese Corporation,\* urging the adoption by Her Majesty's Government of certain measures with a view to the protection of British interests in the Imperial Chinese Northern Railway, which they state are prejudicially affected by the occupation of the lines by the Russian military authorities.

Lord Salisbury will be glad if Lord George Hamilton will cause inquiries to be made of the British military authorities in North China as to the extent of the Russian control now exercised over the railways.

I am, &c.  
(Signed) T. H. SANDERSON.

No. 18.

*Foreign Office to British and Chinese Corporation.*

Sir,

*Foreign Office, September 17, 1900.*

I AM directed by the Marquess of Salisbury to acknowledge the receipt of your letter of the 13th instant, urging the adoption by Her Majesty's Government of certain measures with a view to the protection of British interests in the Imperial Chinese Northern Railways which you state are being prejudicially affected by the Russian occupation of part of the railways.

I am to state in reply that Her Majesty's Government cannot give any undertaking that the expenditure that may be incurred by the Railway Company in carrying out repairs on the line will be included in the indemnity to be demanded from the Chinese Government, but inquiry will be made of the British military authorities as to the extent of Russian control at present prevailing over the line, and an endeavour will be made to come to an arrangement with the Russians—if the facts are as is believed by the Company—to substitute an international for a Russian control during the military operations.

The railway will, in accordance with the general assurances received from the Russian Government revert, after the military operations, to its former legitimate management.

I am, &c.  
(Signed) FRANCIS BERTIE.

No. 19.

*General Sir A. Gaselee to Lord G. Hamilton.—(Communicated by India Office, September 23.)*

(Telegraphic.)

*September 20, 1900.*

FÈNGTAI railway junction was occupied by us on the 30th August. Since then, by friendly arrangement with the villagers in the vicinity, we have been successful in collecting railway plant, and have begun laying down rails. A Russian detachment posted itself south of, and close to, Fèngtai two days ago; and Russian General now sends formal protest against our occupation, requesting our withdrawal on the ground that whole line of railway, Tongku-Peking, was handed over to Russians by agreement of the Admirals. I have told him that that agreement applies only to the line up to Nabend; that the question of the future management of the line of railway is one for our respective Governments to settle; but that, in the meantime, I shall continue the reconstruction on which I am engaged unless I get orders to the contrary.

\* No. 16.



## No. 20.

*Consul Carles to the Marquess of Salisbury.—(Received September 27.)*

(Extract.)

*Tien-tsin, August 6, 1900.*

IN reply to your Lordship's telegram of the 15th July, I had the honour of telegraphing on the 20th ultimo that since Mr. Kinder left Tongshan on the 17th June his staff had not been engaged in railway work and that the line from Tongku to Tien-tsin since that date had been in military hands. Further, that at first other Powers had assisted in repairing line, but latterly Russia had had sole charge.

The exclusive control latterly exercised by Russia over the line between Tien-tsin and Tongku had been granted, as I had telegraphed on the 17th July, by a conference of the Admirals at Taku, at which the only opponents to this measure were the British and American Admirals.

Mr. Kinder subsequently consulted me as to the advisability of accepting an offer by the Russians to engage him and some members of his staff at their previous salaries, but without assigning them any work.

I advised Mr. Kinder to accept the offer in order that the connection of the British staff and the railway might not be interrupted, and with a view to a more favourable change taking place later on.

But Mr. Kinder determined not to do this, as he was opposed to accepting any salary from Russians and also to receiving pay for which no work was done. He left Tien-tsin for Shanghai soon after, in order to be in more close communication with the British and Chinese Corporation at home.

The control given to Russia at the Conference of Admirals was over the line from Tongku to Tien-tsin. As the Russian engineers are now repairing the line north of Tien-tsin, General Dorward wrote to offer assistance in its construction. No definite reply has been received to this letter, but verbally he has been informed by the Colonel in command that the question must be referred to his superiors.

Since writing the above, I have heard from the Japanese Consul that the Russians have repaired the railway from Tongku to Lutai on the Shanhaikwan branch.

## No. 21.

*Acting Consul-General Warren to the Marquess of Salisbury.—(Received September 27.)*

My Lord,

*Shanghai, August 16, 1900.*

I HAVE the honour to transmit herewith copy of a letter which has been addressed to me by the Peking agent of the Hong Kong and Shanghai Banking Corporation on the subject of the temporary control at present exercised by Russia on the Tien-tsin-Tongku section of the Imperial Chinese railways.

Mr. Hillier therein lays stress on the urgent desirability of pointing out to the Russian authorities that, in terms of the assurance given when they assumed control of the line, it must be handed back to the English railway staff the moment active hostilities cease. Otherwise he fears that the interests of the bondholders of the 1898 Railway Loan will be most seriously prejudiced.

As a justification of the reasonableness of his apprehensions he cites the facts that the Russians have removed to Port Arthur a quantity of tools and appliances belonging to the railways, and that the railway station and archives at Tien-tsin were destroyed by Russian troops.

I had the honour to convey to your Lordship by telegraph this morning a précis of the above communication.

I have, &c.

(Signed) PELHAM L. WARREN.

## Inclosure 1 in No. 21.

*Hong Kong and Shanghai Banking Corporation to Acting Consul-General Warren.*

(Extract.)

*Shanghai, August 14, 1900.*

IN the interests of the bondholders of a loan of 2,300,000*l.* secured upon the property and earnings of the Imperial railways of North China, I have the honour to bring to your notice certain considerations arising from the events now taking place in that region, and having a grave bearing upon the important political and commercial interests which are bound up in the future of those lines; and I have to beg that you will be so good as to recommend the same to the early attention of Her Majesty's Government, and of the high naval and military authorities who are dealing with the position now created by the disturbances in the north.

The circumstances under which this loan was concluded are well known to Her Majesty's Government, and are fully recorded in the special Blue Book issued by them on the subject. The final contract after the introduction of modifications to meet objections raised by the Russian Government was concluded on the 10th October, 1898, with the knowledge and formal approval of Her Majesty's Government, the terms of it which have a bearing on the present point being briefly as follows:—

1. The management to be Chinese, through a skilled European staff, except in the case of foreclosure necessitated by default in interest or instalments of principal, when the management may, for the purposes of the loan, pass into the hands of representatives appointed by the bondholders.

2. The Chief Engineer to be British.

The entire railway line, from Peking to Newchwang, to remain the perpetual property of the Chinese Government, and to be inalienable to any foreign Power.

Special prominence and weight was given to the last-named stipulation by its embodiment in the form of an assurance conveyed by a separate diplomatic note addressed by the Government of China to Her Majesty's Government, of which the latter consented to take formal note as constituting a binding engagement on the part of the Chinese Government.

As the principle here involved accords so entirely with the objects clearly set forth in the recent declaration of policy in China published by Her Majesty's Government, which supports the government of China by the Chinese and for the Chinese, the bank feels that there should be no grounds to fear a withdrawal of the full support which Her Majesty's Government has hitherto extended to the rights of the British bondholders under the terms of the contract. At the same time the bank has learned with the greatest anxiety of the necessity which has caused the naval authorities at Taku to consent to the occupation of one of the most important sections of the railway by Russian troops and engineers.

Whatever assurances may have been obtained from the Russian authorities as to the surrender of the railway lines at the close of the present hostilities, I would beg to submit to Her Majesty's Government the urgent desirability of keeping any such undertaking clearly before the Russian authorities, and of opposing their occupation of the line longer than the exigencies of the situation then demanded.

The advance of Russian troops and engineers from Tongku in the direction of Tongshan and Shanhaikwan would be undoubtedly followed immediately by the destruction of the Tongshan workshops and collieries and of the Lan-chow Bridge by the Chinese. Such destruction would preclude the possibility of completely restoring traffic on the section named for possibly two years, and would, consequently, render it impossible to maintain communication with the port of Chingwangtao during the coming winter.

I inclose a Report of destruction of the railway offices and archives situated in the foreign Settlement of Tien-tsin, certified by the Engineer-in-chief and the Chief Accountant of the railway.

I am further informed by the Chief Engineer that the Russians in charge of the Tien-tsin-Tongku section have removed and shipped to Port Arthur a quantity of tools and appliances belonging to the railways, the loss of which will seriously hamper the repair of rolling-stock.

I understand, however, that the arrangement made by the naval authorities at Taku was intended to hold good only until the termination of active hostilities, and that it applied solely to the section between Tongku and Tien-tsin. If such is the

case, I would submit to Her Majesty's Government the urgent desirability of requiring the strictest adherence to the letter of this understanding, and of insisting that repairing operations and resumption of management of remaining sections be left to the English railway staff, under the protection of British troops.

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Inclosure 2 in No. 21.

*Report on Total Destruction of Imperial Chinese Railway, Head Office, Tien-tsin.*

*June 16.*—As by this day the majority of the Chinese employés of the railway had bolted, business was practically suspended, and the Accountant closed his offices at 1 P.M., after duly locking up all books, vouchers, and documents of any value, together with what cash there was on hand, in two large Chubb's safes, quite new and recently arrived from England.

*June 17.*—Bombardment of the foreign Settlements commenced in the afternoon.

*June 18.*—An attack was made on that part of the French Settlement where the railway offices are situated. After the repulse of the enemy, the Russian forces occupied the railway offices, and ejected the few remaining Chinese employés connected principally with the telegraph department, who were then on the premises.

*June 28.*—The railway offices were burnt and completely destroyed: the Russian forces having occupied them from the 18th June to the time of the fire.

Subsequent examination was made on the site of the Accountant's offices, when it was found that both the safes, previously referred to, had been burst open and their contents looted, and there is abundant evidence to prove that this had been done previous to the fire. The doors of the safes had been entirely removed by cutting out the rivets of the hinges, the bolts having been drawn by the use of tools that only foreign experts could possibly make use of, and must have occupied considerable time, possibly several days' work. One of the hinges was found in the yard a considerable distance away from the room where the safes were (a burnt Russian rifle was also found in the yard near). The rivets attaching the inner faces of the doors containing the bolts had been cut off by means of a chisel. The drawers of the safes had been forced by crowbars. The fire had never been fierce enough to burn the point inside the safes, but the doors were greatly injured by the heat. The safes were perfectly clean inside, and contained no trace of ashes: notes forming part of the contents were found scattered over the Settlements, some quite a mile away from the railway offices; it is therefore certain they had been opened previous to the fire.

The safes in the various Chinese departments of Railway Head Office were also broken into and looted. The loss of their contents, together with those of the Accountant's safes and the destruction of Railway Head Office by fire, means the total and complete loss of all railway records and accounts. Barring an actual occupation of the foreign Settlements by an enemy, the contents of the safes were considered to be perfectly secure, and their destruction by the forces placed to guard the Settlements could not have been foreseen; in fact, it was the last thing to be thought of.

Contents of Accountant's two safes were:—

Railway account books and vouchers.

Dollars and notes to the value of about 2,000 dollars.

Title-deeds for railway property, Talingho.

Yingkou—Hsinnington section.

Railway note forms awaiting signature.

Accountant's private property to the value of 1,000 dollars.

Assistant Accountant's (Chinese) private property; value at present unobtainable.

Contents of Cashier's safes:—

17,000 dollars in subsidiary coins.

3,000 dollars (about) in large dollars.

Contents of Director Tong's safe:—

Private securities to the value of over 20,000 taels.

(Signed)

CLAUDE W. KINDER, *Engineer-in-chief.*

A. M. BRUCE, *Chief Accountant.*

July 4, 1900.



No. 22.

*India Office to Foreign Office.—(Received October 1.)*

Sir,

*India Office, October 1, 1900.*

I AM directed to forward herewith, for the information of the Marquess of Salisbury, copy of a telegram, dated Peking, 24th September, which has been received from Lieutenant-General Sir A. Gaselee, relating to Russian control of railways in Chihli.

I have, &c.  
(Signed) E. STEDMAN, *Major-General,*  
*Military Secretary.*

Inclosure in No. 22.

*Sir A. Gaselee to India Office.*

(Telegraphic.)

*Via Taku, September 27, 1900.*

*Peking, 24th September.*—I have received your telegram of 19th instant.\*

Line of railway Taku to Yangtsun is absolutely controlled by the Russians. They also claim that the whole line to Peking was handed over to them by agreement of Admirals. This we contest, and have occupied Fêngtai Junction and Lu-kia-chao on the Paoting-fu railway line. In conjunction with Japanese, we are at present repairing the line from Fêngtai towards Yangtsun. The Russians object to this, and have posted a detachment in front of Fêngtai.

Russian General tendered formal protest yesterday, in which he informed me that an Imperial Decree has been received by him to construct railway to Peking, and that he has given orders accordingly. To-day I sent to General Linevitch to inform him that we also could not withdraw without superior orders, which we are awaiting. Interview amicable, but no concession made by either. Line of railway Shanhaikwan to Peitang is, I believe, in good order and in possession of Chinese.

No. 23.

*British and Chinese Corporation to Foreign Office.—(Received October 2.)*

Sir,

*3, Lombard Street, London, October 1, 1900.*

WE have on several recent occasions submitted information we have received regarding the Russian occupation and control of the Imperial railways of North China, and now beg to supplement our statements by handing you—

Copy of a letter addressed, on the 14th August, by the Hong Kong and Shanghai Banking Corporation to Her Britannic Majesty's Consul-General at Shanghai;

Copy of a letter addressed to the Board of this Corporation by Mr. Bruce, the Accountant of the railway;

Copy of the Report on the destruction of the railway, made by Mr. Kinder, the Chief Engineer, and by Mr. Bruce, the Accountant;

Copy of letter from Mr. Bruce to Mr. Carles, Her Britannic Majesty's Consul at Tien-tsin, dated the 12th July, and

Extract from a letter to Messrs. Jardine, Matheson, and Co., Shanghai, from their Representative in Tien-tsin.

The perusal of these letters and reports impress the Corporation very unfavourably, and the manner in which the Russians are fulfilling the trust committed to them by the military Representatives of the Powers will probably prove very injurious to the line, and most prejudicial to British interests.

\* *Secretary of State for India to Sir A. Gaselee, Peking.*

(Telegraphic.)

*September 19, 1900.*

PLEASE furnish early report by telegraph regarding extent of Russian control over railways in Northern China.

The Board of this Corporation desire, therefore, that the Secretary of State for Foreign Affairs should be made acquainted with the facts as they reach the Corporation.

We, have, &c.  
(For the British and Chinese Corporation, Limited),  
(Signed) W. KESWICK, *Chairman.*

Inclosure 1 in No. 23.

*Hong Kong and Shanghai Bank, Peking, to Acting Consul-General Warren,  
August 14, 1900.*

[See Inclosure 1 in No. 21.]

Inclosure 2 in No. 23.

*Accountant, Imperial Railways of North China, to the British and Chinese Corporation.*

Gentlemen,

*Tien-tsin, July 16, 1900.*

I BEG to inclose a copy of a Report on the total destruction of the Railway Head Office, Tien-tsin, which I drew up with Mr. Kinder and lodged at the British Consulate. A copy of my letter handing the Report to the Consul is also inclosed. These two documents explain themselves.

The extent of the damage to the rest of the railway property—track, stations, workshops, rolling-stock, &c., is as yet unknown.

The section Peking-Tien-tsin is probably destroyed to an extent that means practically rebuilding it.

Of the section Tien-tsin-Tongku only a few miles of the track were destroyed sufficiently to stop passage of trains; most of that has now been temporarily repaired, and, with the exception of a short gap some nine miles out from Tien-tsin, one can go by rail from here to Tongku.

The condition of section Tongku-Tongshan is unknown. Section Tongshan-Shanhaikwan-Newchwang: report says the Chinese are still working this, in view of which, at Mr. Kinder's suggestion, Mr. Cousins, of Messrs. Jardine, Matheson, and Co., representing you here, wrote to the British Consul suggesting that an official note be sent the Chinese authorities at Newchwang, requesting them to promptly notify all towns and villages on either side of the line, that unless the railway property was found intact they would be destroyed and burnt by foreign forces, same as has happened to the towns and villages on both sides of the track from Langfang (half-way station on the Peking line) to Tongku. Such a notification might have good results, as those who would be heavy losers by the destruction of such towns and villages might be able to offer sufficient inducement to the soldiers and rabble to leave railway property alone.

The problem presented of how to deal with the railway's foreign staff, and to satisfy their claims for salary, had to be promptly dealt with, as the balance of revenue account was limited, and none, of course, coming in. Mr. Kinder therefore decided to pay all hands up to end of July, plus a passage home, any further claims against the Chinese Imperial Government to be individually claimed for through the Consul in due course.

The railway staff is consequently almost disbanded, except a few who still remain, on the chance of some arrangement being come to by which they are to be retained, in anticipation of any sudden demand for their services.

It is, of course, impossible at present to form any opinion as to whether the railway will be handed over to the bondholders to control, as to how fresh capital required to repair or rebuild the line is to be raised; but I venture to submit that the best interests of the bondholders will be served by Mr. Kinder, and his selection from the foreign staff being retained, ready to step into possession should opportunity offer, and keep in possession until a full staff can be got together again.

The interest accruing on loan proceeds, at present on fixed deposit with the Hong

Kong and Shanghai Bank, London, would probably cover the expenditure necessary to carry out above suggestion.

The control of the Tien-tsin-Tongku section has been handed over to the Russians until military operations in these parts are brought to a close.

I remain, &c.

(Signed) A. M. BRUCE, *Accountant*.

Inclosure 3 in No. 23.

*Accountant, Imperial Railways of North China, to Consul Carles.*

Sir,

*Tien-tsin, July 12, 1900.*

I BEG to hand you inclosed:—A Report on the total destruction on the 28th ultimo of Railway Head Office, Tien-tsin, when all the railway accounts, vouchers, and records were lost, requesting that you will be so good as to take note of and place same on record at the Consulate.

The British and Chinese Corporation, London, on behalf of the bondholders of the Railway Sterling Loan, hold a lien on these railways, and may wish to lay the matter before the proper authorities, when the time arrives for doing so.

I am, &c.

(Signed) A. M. BRUCE, *Accountant*.

Inclosure 4 in No. 23.

*Report by the Chief Engineer and the Accountant on the Total Destruction of the Head Office of the Imperial Chinese Railway, Tien-tsin.*

[See Inclosure 2 in No. 21.]

Inclosure 5 in No. 23.

*Letter, dated August 11, 1900, from Messrs. Jardine, Matheson, and Co.'s Representative in Tien-tsin to the Firm in Shanghai.*

(Extract.)

THE railway is being worked satisfactorily between Tongku and Tien-tsin, but it is amazing to see the number of men and officers required to run this little stretch of line: the old railway employés prophecy that all the engines will be useless in a short time, as the Russians take very little trouble over cleaning them, and do not recognize the danger of using creek water.

No. 24.

*Sir C. MacDonald to the Marquess of Salisbury.—(Received October 6.)*

(Telegraphic.)

*Peking, October 4, 1900.*

ON his return just now from Tien-tsin, General Gaselee informed me that it had been decided by Count von Waldersee to give the construction and control of the railway line from Tongku to Yangtsun to the Russians. He has further decided that Germany, with the assistance of other Powers, shall work the line from Yangtsun to Peking. As regards the line from Tongku to Shanhaikwan, Count Waldersee suggests the control should be handed over to the Russians.

This decision appears to me unjust. British capital has constructed the entire line under British superintendence and control, and Mr. Kinder and his staff are furthermore ready to undertake the work.

No time has been lost in safeguarding the interests of the French bondholders, and I have been informed by my French colleague that instructions have been sent from Paris to occupy the Luhan line. This has been done at Lukachow with a strong force, where the French flag now floats on the bridge.



## No. 25.

*Sir C. MacDonald to the Marquess of Salisbury.—(Received October 6.)*

(Telegraphic.)

*Peking, October 5, 1900.*

WITH reference to my telegram of the 4th October, General Reid, who commands at Shanhaikwan, has reported that 3,000 troops have been landed there by the Russians, besides the 3,000 already on shore; that they have taken entire possession of the railway, and are proceeding north to Manchuria.

After consulting with Colonel Grierson, who is on Count von Waldersee's staff, General Lorne Campbell, commanding in Tien-tsin, considers it advisable that I should go to Tien-tsin and have a personal conference with the Field-Marshal, for the support of British interests.

Will your Lordship send me instructions?

## No. 26.

*The Marquess of Salisbury to Mr. C. Hardinge.*

(Telegraphic)

*Foreign Office, October 6, 1900.*

A TELEGRAM has been received from General Gaselee, commanding the British force at Peking, stating that by the Agreement of the Admirals Russians claim that the whole railway from Taku to Peking was handed over to them, and that he had received from the Russian General a formal protest against the line from Fêngtai towards Yangtsun being repaired by the British and Japanese. The Russian General states further that he has received an Imperial Decree for the reconstruction of the line to Peking, and that orders have been given in accordance therewith.

You should call the Russian Government's attention to the note of Her Majesty's Ambassador of the 26th July last, and to Count Lamsdorff's reply of the 1st August last, in both of which it is expressly mentioned that the line placed temporarily under the management of the Russian forces is the one from Tien-tsin to Taku, and you should request them to explain this proceeding.

A report has also reached Her Majesty's Government to the effect that the head offices of the railway at Tien-tsin were completely destroyed by fire on the 28th June last, ten days after the Russian occupation, and the contents of the safes in the Accountant's office plundered. The Russian authorities must be held responsible for the loss suffered in consequence of this action.

Her Majesty's Government have also heard that the rolling-stock of the railway is being painted by the Russians with the colours of the Siberian Railway.

You should request the Russian Government to make an inquiry as to this proceeding, against which Her Majesty's Government feel it their duty to enter a strong remonstrance.

## No. 27.

*The Marquess of Salisbury to Sir F. Lascelles.*

(Telegraphic.)

*Foreign Office, October 7, 1900.*

YOU should make earnest representations to the German Government in regard to the recent arrangements made by Count Waldersee as to the control of the Chinese Northern Railways, which form the subject of Sir C. MacDonald's telegram of the 4th October, which I am repeating to you.

No 28.

*The Marquess of Salisbury to Sir C. MacDonald.*

(Telegraphic.)

*Foreign Office, October 7, 1900.*

WITH reference to your telegram of 5th October, there is no objection to your going to Tien-tsin to confer with Count Waldersee as to the arrangements made by him in regard to the control of the Chinese Northern Railways.

No, 29.

*Mr. C. Hardinge to the Marquess of Salisbury.—(Received October 9.)*

My Lord,

*St. Petersburg, October 6, 1900.*

I HAVE the honour to transmit herewith to your Lordship copy of a note, which, in accordance with the instructions contained in your Lordship's telegram of to-day, I have to-day addressed to Count Lamsdorff respecting the proceedings of the Russian military authorities in connection with the railway from Taku to Peking.

I have, &amp;c.

(Signed) CHARLES HARDINGE.

Inclosure in No. 29.

*Mr. C. Hardinge to Count Lamsdorff.*

M. le Comte,

*St. Petersburg, September 23 (October 6), 1900.*

I HAVE the honour to inform your Excellency, that, according to information received by Her Majesty's Government from the General in command of the British forces at Peking, the Russian military authorities claim, that in accordance with the Agreement arrived at by the Admirals of the allied forces on the 16th July last, the whole of the railway from Taku to Peking was handed over to them. The General in command of the Russian troops has, moreover, addressed to the British General a formal protest against the repair by the British and Japanese troops of the railway from Fungtai towards Yangtsun. In this protest it is stated by the Russian General that an Imperial Decree for the reconstruction of the railway to Peking has been received, and that orders in this sense have accordingly been given.

I have therefore received instructions from the Marquess of Salisbury to draw the attention of the Imperial Government to Her Majesty's Ambassador's note of the 26th July last, and to your Excellency's reply of the 1st August, in both of which notes it is expressly mentioned that the line of railway placed under the temporary care of the Russian forces is the line from Taku to Tien-tsin, and I have received orders to request your Excellency to be so good as to favour me with an explanation of this proceeding.

A Report has also been received by Her Majesty's Government to the effect that, on the 28th June, ten days after the Russian occupation, the head offices of the railway at Tien-tsin were completely destroyed by fire, and the accountant's safes plundered. As regards this incident, the Marquess of Salisbury states that the Russian authorities must, of course, be held responsible for all losses suffered in consequence by the railway company.

Her Majesty's Government have further been informed that the rolling-stock of the railway is being painted by the Russian military authorities, the same colours as the rolling-stock of the Siberian railway. I am, in consequence, instructed by the Marquess of Salisbury to request that your Excellency will be so good as to cause an inquiry to be made as to this proceeding against which Her Majesty's Government must remonstrate strongly.

I avail, &amp;c.

(Signed) CHARLES HARDINGE.

No. 30.

*Admiralty to Foreign Office:—(Received October 9.)*

Sir,

*Admiralty, October 5, 1900.*

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State, copy of a letter from the Commander-in-chief on the China Station, dated the 24th August last, respecting the action of Russia in connection with the Imperial Northern Chinese Railways.

I am, &amp;c.

(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 30.

*Vice-Admiral Sir E. Seymour to Admiralty.**August 24, 1900.*

SUBMITTED for consideration. The circumstances connected with the occupation of the Taku-Peking Line are as follows:—

Soon after the expedition of the naval forces to attempt to relieve Peking had started, the railway was more or less destroyed along its whole length. At the Taku end it was complete as far as Chun-liang-Cheng. Above that place the Russians commenced repairing towards Tien-tsin, at first with other nations, but eventually it was left entirely in the hands of the Russians.

This was the position when I returned to Tien-tsin on the 26th June. The Russians were holding the railway from Taku towards Tien-tsin, but Captain Wise, of the United States' ship "Monocacy," had charge of the wharves and railway station at Tongku (Taku).

Having made inquiries, I found that the former and regular European staff then in Tien-tsin, with Mr. Kinder at the head, together with their Chinese employes, could undertake the repairs of the railway, assisted, if necessary, by our Royal Engineers, in which Brigadier-General Dorward agreed. I therefore broached the subject of the transfer of the railway and repairs to its proper staff at an interview I had with Admiral Alexeieff a few days before I left Tien-tsin on the 11th July, giving him the reasons which, in my opinion, rendered this course desirable. He said he would send a communication next day, but did not do so then nor up to the time I left.

After my return to the squadron I received Admiral Alexeieff's letter, the result of which was a meeting of the Senior Naval Officers of the nations then represented off Taku. A copy of the Minutes of this meeting I inclose. For the sake of harmony I acquiesced in the decision arrived at, but voted against it, as did also the United States' Admiral.

I have recently heard on reliable authority, but unofficially, that the Russians now claim the right to hold and repair the line up to Peking, stating that the railway was handed over to them by the decision of the meeting referred to above, which is not at all the case, as it only referred to the line up to Tien-tsin. They are now actually in possession above Tien-tsin, but a reference to the Minutes of the meeting on the 16th July clearly shows that only the Tongku- (Taku) Tien-tsin section was intended to be in their charge.

(Signed) E. H. SEYMOUR.

Inclosure 2 in No. 30.

*Minutes of a Meeting of the Senior Naval Officers in command of Ships of Foreign Powers present off Taku, held on board Her Britannic Majesty's Ship "Centurion" on July 16, 1900.*

BY request of Admiral Alexeieff the question of transferring the management of the railway service between Tongku and Tien-tsin to specialists of the Imperial Russian army, which would also take the responsibility for the safety of the place was put forward for discussion.

Vice-Admiral Seymour suggested the transfer of the railway service to its former



staff under the direction and protection of one of the allies, which would then leave the Russian railway service staff free for other work.

It was decided by a majority of votes that the management of the line from Tongku to Tien-tsin should be placed in the hands of the Russians who would also have the responsibility of guarding it; but the railway is to be given over to the former Administration as soon as military circumstances admit.

As a consequence of the above decision, Captain Wise's appointment by the Council to take charge of the railway station at Tongku will end as soon as the above-mentioned railway is placed entirely under Russian control, which it was agreed should take place at 9 A.M. on the 18th instant.

(Signed)

E. H. SEYMOUR.  
TOGO.  
HILTEBRANDT.  
BENDEMANN  
COURREJOLLES.  
REMEY.  
CASELLA.  
KOTTOWITZ.

No. 31.

*India Office to Foreign Office.—(Received October 9.)*

Sir,

*India Office, October 8, 1900.*

IN continuation of this office dated the 1st instant, I am directed to forward herewith, for the information of the Marquess of Salisbury, copy of a telegram, dated Peking, the 3rd October, which has been received from Lieutenant-General Sir A. Gaselee regarding railway arrangements in Chihli under the direction of Field-Marshal Count Waldersee.

I am, &c.

(Signed)

F. WHITMORE SMITH.

Inclosure in No. 31.

*General Sir A. Gaselee to Lord G. Hamilton.*

(Telegraphic.)

*Via Taku, October 5, 1900.*

PEKING, 3rd October.

I saw General von Schwartzhoff, Chief of the Staff, before leaving Tien-tsin on the 1st October. He informed me that Field-Marshal Commanding the Allied Forces had already arranged for Russians to work railway from Tongku to Yang-tsun, and that portion from Yang-tsun to Peking was to be reconstructed by the Germans assisted by British and other allied troops. Informed me the Shanhaikwan-Tongku line would probably be worked by the Russians. Represented to Chief of the Staff that, in my opinion, the proper person to intrust with the reconstruction of all railways would be Mr. Kinder, who could work in the interests of owners of the lines and also in military interests. In my opinion he, as an expert well acquainted with the lines and the resources of the country, would get the railway in order quicker and better than any one else. Mr. Kinder was present at interview. Mr. Kinder and Mr. Hillier called on me subsequently, and said that purely military management line of railways would be most detrimental to interests of owners, as they were quite certain that reconstruction would not be efficiently performed. I said to them as I had already explained my views and as I was under orders of the Field-Marshal I could not do more, but suggested their asking Count Waldersee for personal interview.

## No. 32.

*India Office to Foreign Office.—(Received October 10.)*

Sir,

*India Office, October 9, 1900.*

IN continuation of this office dated the 8th instant, I am directed to forward herewith, for the information of the Marquess of Salisbury, copy of a telegram dated Peking, 6th instant, which has been received from Lieutenant-General Sir A. Gaselee, relating to the control of railway in North China.

I am, &amp;c.

(Signed)

F. WHITMORE SMITH,

*Assistant Military Secretary.*

Inclosure in No. 32.

*General Sir A. Gaselee to India Office.*

(Telegraphic.)

*Peking, October 6, vid Toku, October 8, 1900.*

I AND Generals Yamaguinehi and Chaffee, commanding Japanese and American forces in China, sent the following telegram to Field-Marshal Count Waldersee to-day:—

“The question of railway communication during the winter has been considered by us collectively, and we submit to your Excellency’s earnest consideration the proposition that, on military grounds alone, the most satisfactory manner of dealing with repair and management of railway lines is to transfer to the Railway Administration, under its own officials, the whole railway system, including the work-shops, rolling-stock, and material, from Shanhaikwan to Peking, as they are alone capable of obtaining requisite labour and of fully utilizing the resources locally. We are assured by Messrs. Hillier, of the Hong Kong Bank and Cousins of Jardine Company, that they recognize the necessity of military co-operation, and are prepared, if necessary, to utilize military assistance, but we are convinced that the Administration management, both as regards construction and traffic, would be more effective than either joint or individual military control; further, that Mr. Kinder from his local knowledge and experience is better able to collect and handle large numbers of skilled workmen trained by him and his staff. It is certain that large quantities of hidden materials will be recovered, with the Railway Administration’s manager in charge. General Chaffee adds that he is representing this view to his Government for such diplomatic action as they may think fit to take.”

## No. 33.

*The Marquess of Salisbury to Sir C. MacDonald.*

[Sent through Tien-tsin.]

(Telegraphic.)

*Foreign Office, October 10, 1900.*

I HAVE directed Her Majesty’s Chargé d’Affaires to make representations respecting Russian treatment of railway. But the Emperor and Government are in the Crimea, which occasions much delay.

## No. 34.

*Foreign Office to British and Chinese Corporation.*

Sir,

*Foreign Office, October 11, 1900.*

I LAID before the Marquess of Salisbury your letter of the 1st instant, transmitting copies of correspondence relative to the Russian occupation and control of the Imperial railways of North China.

I am directed by his Lordship to inform you in reply that the letter addressed to the Acting British Consul-General at Shanghai on the 14th August by the Peking

Agent of the Hong Kong and Shanghai Banking Corporation, as well as the report on the destruction of the railway drawn up by Mr. Kinder, the Chief Engineer, and Mr. Bruce the Accountant, which formed Inclosures 1 and 4 in your communication, have also been received in this Department through Her Majesty's Consulate-General, and that the matter is receiving the consideration of the Secretary of State, who has directed Her Majesty's Chargé d'Affaires at St. Petersburg to make representations to the Russian Government as to the proceedings of their military authorities.

I am, &c.

(Signed) FRANCIS BERTIE.

No. 35.

*Sir C. MacDonald to the Marquess of Salisbury.—(Received October 19.)*

(Telegraphic.)

Peking, October 18, 1900.

I HAVE received an official Report as to the occupation of Shanhaikwan. An officer with eighteen men hoisted the British flag at 5 p.m. on the 30th September on the railway station. On the 2nd October the Russians came in along the line from Tongshan and by sea at 2 A.M.

The Russians refuse to acknowledge any other rights but those of conquest, and claim all the line from Tongku to Newchwang solely on these grounds.

Prince Ching and Li Hung-chang had sent orders to the Chinese troops, and these accordingly made no resistance.

No. 36.

*The Marquess of Salisbury to Mr. C. Hardinge.*

(Telegraphic.)

Foreign Office, October 20, 1900.

COMMUNICATE substance of Sir C. MacDonald's telegram of the 18th October to Minister for Foreign Affairs, and point out that the claim advanced by the Russian authorities to the whole line between Tongku and Newchwang by right of conquest is entirely at variance with the assurances of the Russian Government that no territorial encroachments on Chinese territory would be made by them.

No. 37.

*Sir C. MacDonald to the Marquess of Salisbury.—(Received October 22.)*

(Telegraphic.)

Peking, October 20, 1900.

COUNT VON WALDERSEE has issued an Army Order, dated the 18th October, containing the text of a Convention made between himself and the Russian Commanding General.

The Convention sets forth that the Russian troops having taking possession of the line from Shanhaikwan to Yangtsun, they will continue to repair, work, and protect it, together with the station at Shanhaikwan, which the international troops seized; that the Russians are not proposing to repair and work the line from Yangtsun to Peking, so that Count Waldersee's army head-quarters will take that over.

The army head-quarters order, in another Army Order dated the 19th October, that the control of repairing the line from Yangtsun to Peking shall be given to a German officer, named Major Bauer, and it is further stated that the section Kwangtsun-Peking will be repaired by British troops, the Japanese to work towards Yangtsun from Kwangtsun, and the Germans then to work towards Kwangtsun.

If we acquiesce in the Army Order, the following will be under purely Russian control:—

The workshops and railway stores at Tongshan and Shanhaikwan, the railway stations of Tien-tsin, Tongku, Tongshan, and Shanhaikwan, and the line from Yangtsun to the last-mentioned place.

## No. 38.

*Mr. C. Hardinge to the Marquess of Salisbury.—(Received October 29.)*

(Telegraphic.)

*St. Petersburg, October 29, 1900.*

A REPLY has reached me to-day from Count Lamsdorff to the note I addressed to his Excellency on the 6th instant on receipt of the instructions conveyed to me in your Lordship's telegram of the 6th instant.

His Excellency gives me the following information, which Admiral Alexeieff has telegraphed to him.

The Russian military authorities, after the Agreement of the 16th July, continued the work of restoring the railway line up to and beyond Yangtsun for the common use of the allied forces. The Admiral states that the Commander of the British detachment made no objection whatever.

The task of repairing the railway line from Yangtsun to the eastward was placed in the hands of the German military authorities by order of His Majesty the Emperor.

Admiral Alexeieff is absolutely ignorant of the protest which the Commander of the Russian detachment is said to have made to the British General against the repair by the English and Japanese forces of the line from Fêngtai to Yangtsun.

With regard to the reported action of the Russian authorities in painting the rolling-stock in the same colours as those used for the Siberian railway, the note states that, since the colour in which the rolling-stock is painted remains the same as it was before, the report is evidently an invention.

Count Lamsdorff goes on to say that, in view of the decisive refutation of the information furnished to your Lordship contained in the explanations given above, the Imperial Government cannot conceal the fact that they are greatly perplexed at the protest mentioned in my note.

I shall not fail to transmit a copy of Count Lamsdorff's communication to your Lordship at an early date.

## No. 39.

*Sir E. Satow to the Marquess of Salisbury.—(Received October 30.)*

(Telegraphic.)

*Peking, October 30, 1900.*

FIFTY miles of railway material, which belongs to Messrs. Jardine, Matheson, and Co., have been seized by the Russians at Newchwang.

British military authorities were in treaty with above firm for repairing the Peking end of the railway.

I would earnestly press that a protest may be lodged at St. Petersburg against this action of the Russian authorities.

## No. 40.

*Sir E. Satow to the Marquess of Salisbury.—(Received October 30.)*

(Telegraphic.)

*Peking, October 30, 1900.*

THE Chinese Engineering and Mining Company are prevented by the Russians from working the Tong-shan and Linsi collieries and from selling the coal. The mines will be ruined, as water is rising in the shafts.

Should the Russians be unable to furnish a sufficient military force to protect the collieries, we could, in the opinion of General Barrow, provide the necessary detachment for that purpose.



## No. 41.

*Sir E. Satow to the Marquess of Salisbury.—(Received October 30.)*

(Telegraphic.)

*Peking, October 30, 1900.*

I HAVE received a note from M. Joostens, the Belgian Minister, informing me that the Engineer-in-chief of the Peking and Hankow Railway has made an agreement with the Representatives of the German and Russian forces to supply material at cost price for the repair of the line between Peking and the sea, the Railway Company to receive in return:—

1. When the work of reconstruction has been executed, one train per diem for the transport of rolling-stock;
2. When the repairs of the Fêngtai-Paoting line are completed, construction materials to be carried from Tongshan to Fêngtai at a reduction of 50 per cent.; and
3. Goods carried over their line, on account of the Peking-Tien-tsin Railway, to enjoy a similar reduction of 50 per cent.

I have sent M. Joostens a note in reply this day, in which I have reserved the rights of the bondholders, and maintained the protest made by the British military authorities against arrangements for dividing the line between the Germans and Russians.

## No. 42.

*The Marquess of Salisbury to Mr. C. Hardinge.*

(Telegraphic.)

*Foreign Office, October 31, 1900.*

YOU should ask the Russian Minister for Foreign Affairs for an explanation of the seizure by Russians at Newchwang of 50 miles of railway material belonging to Jardine, Matheson, and Co., for which the British military authorities were in treaty for repairing the Peking end of the line, reported in Sir E. Satow's telegram of 30th October.

## No. 43.

*The Marquess of Salisbury to Mr. C. Hardinge.*

(Telegraphic.)

*Foreign Office, October 31, 1900.*

WITH reference to your telegram of the 29th October, the statement that the repair of the line from Yangtsun to the "east" has been intrusted to the German military authorities should, we conclude, read "north-west," i.e., towards Peking.

The British General at Tien-tsin made an offer to assist in repairing the line north of that place, but to this no definite answer was returned.

It would seem that the Russian Government are not kept informed of the proceedings, in regard to the railway, of their military authorities.

General Gaselee's telegrams, to which I referred in my telegram of the 6th October, are dated the 20th and 24th September. He reported that a formal protest had been received by him from the Russian General, to the effect stated in my telegram; that a detachment had been posted by the Russians in front of Fêngtai, which had, on the 30th August, been occupied by a British force; and that he sent word on the 24th September to General Linevitch that the British force could not be withdrawn without orders from a superior authority.

On the 30th September, at 5 P.M., a British officer and eighteen men, acting under the orders of Count Waldersee, occupied Shankaikwan railway station.

On the 2nd October, at 2 A.M., the Russian forces, without any such orders, arrived by sea and along the line from the direction of Tongshan, and claimed the whole line from Tongku to Newchwang by right of conquest, refusing to recognize any other rights.

Count Waldersee's Army Order of the 18th October was issued in consequence of this occupation by the Russians, notwithstanding its unauthorized character. This Order in no way dealt with the rights of this country formally recognized in an

Agreement between the British and Russian Governments, but only with the military situation created by the unauthorized action of the Russian Commander.

We have just received a telegram from Sir E. Satow, stating that 50 miles of railway material belonging to Messrs. Jardine, Matheson, and Co., for which the British military authorities were in treaty for repairing the Peking end of the line, has been seized by the Russians at Newchwang.

A formal and earnest protest should be entered against these proceedings, and you should request that instructions be sent to the Russian local authorities to at once hand over to the chief engineer and his staff the whole of the line now under Russian occupation, subject to such military control in Chihli by Count Waldersee as may be necessary to insure the lines being available for the forces of all the allied Powers, without distinction, and to restore the railway material to its legitimate owners.

No. 44.

*Sir E. Satow to the Marquess of Salisbury.—(Received November 1.)*

(Telegraphic.)

*Peking, November 1, 1900.*

WITH reference to my telegram of the 30th ultimo, referring to the seizure of the railway material at Newchwang:

October 6th was the date on which it took place.

No. 45.

*The Marquess of Salisbury to Mr C. Hardinge.*

(Telegraphic.)

*Foreign Office, November 1, 1900.*

IN the event of the Russians making any complaint of our having concluded the Anglo-German Agreement without previously consulting them, you should dwell on the fact that the conduct and language of Russian officers in the Far East, in respect to the Chinese Railway from Newchwang to Peking, and the way in which the property of British subjects on that railway has been dealt with by the Russian military authorities, has caused much perplexity to Her Majesty's Government. The Russian Government have given us many satisfactory assurances with respect to their intentions in these matters, but the little attention paid to the avowed policy of the Russian Government by officers on the spot has deterred us from fuller communication.

No. 45\*.

*The Marquess of Salisbury to Mr. C. Hardinge.*

(Telegraphic.)

*Foreign Office, November 2, 1900.*

WITH reference to Sir E. Satow's telegram, undated, received on the 1st November, reporting the refusal of the Russian authorities to allow the Tongshan and Linsi collieries to be worked, you should make a representation to the Russian Government in favour of the removal of the prohibition.

No. 46.

*The Marquess of Salisbury to Sir F. Lascelles.*

(Telegraphic.)

*Foreign Office, November 2, 1900.*

WITH reference to Sir E. Satow's telegram of the 1st November, repeated to you, the arrangements referred to with regard to railway traffic assume to deal with private British commercial interests without consultation with the persons affected or communication with Her Majesty's Government.

You should request the German Government to obtain from Count Waldersee an explanation of these arrangements

No. 47.

*Sir F. Lascelles to the Marquess of Salisbury.—(Received November 3.)*

(Telegraphic.)

Berlin, November 3, 1900.

THE substance of the instructions contained in your Lordship's telegram of yesterday's date of the 2nd instant was communicated by me to Baron von Richthofen, on whom I called this morning. I told his Excellency that I would also address a note on the subject to him.

No. 48.

*Mr. C. Hardinge to the Marquess of Salisbury.—(Received November 3.)*

(Telegraphic.)

St. Petersburg, November 3, 1900.

I HAVE the honour to state that I have to-day carried out the instructions conveyed to me in your Lordship's telegram of the 31st October with regard to the proceedings of the Russian military authorities in China in connection with the railways. When handing in a formal protest, I availed myself of the opportunity to dwell on the feeling of perplexity which the divergence between the action of officers of the Russian army now in China and the openly avowed policy of their Government caused to Her Majesty's Government.

A copy of the protest which I made will be sent to your Lordship by this evening's post.

No. 49.

*Mr. C. Hardinge to the Marquess of Salisbury.—(Received November 5.)*

My Lord,

St. Petersburg, October 22, 1900.

I HAVE the honour to transmit herewith to your Lordship copy of a note which, in accordance with the instructions contained in your Lordship's telegram of the 20th instant, I addressed to Count Lamsdorff, informing his Excellency of the hoisting of the British flag on the railway station at Shanhaikwan, the subsequent arrival of the Russian forces, and the claim made by them to the whole of the line from Tongku to Newchwang by right of conquest, all other rights to the railway being ignored. It is further pointed out in the accompanying note that such proceedings on the part of the Russian military authorities are entirely at variance with the assurances which have been given by the Russian Government that they will abstain from any territorial acquisition in China.

I handed this note this afternoon to M. Basily, who promised to forward it to Livadia, but on my reading its contents to him, he observed that he failed to understand the exact cause of this representation on the part of Her Majesty's Government, since it was evident that the line was merely under military occupation by the Russian forces.

I pointed out to M. Basily that, apart from the fact that the line was only partially occupied by Russian troops, the railway had been constructed with the money of British shareholders, and had been officially recognized by the Russian Government in the past as an undertaking in which Great Britain held a legitimate interest. The claim made by the military authorities to the whole of the line to Newchwang by right of conquest, and their refusal to recognize any other rights to the line, could hardly be said to be consistent with merely a temporary occupation of the line, and for this reason it appeared to Her Majesty's Government that the action of the military authorities had been in contradiction with the assurances of the Russian Government as to abstention from any acquisition of territory in China.

I expressed my regret to M. Basily that it should be again my duty to make a representation respecting the action of the Russian military authorities in China, who seemed to me to be constantly acting in direct opposition to the declared policy of the Russian Government. The action of General Linévitch in connection with the Peking-Tien-tsin Railway, and the public declarations of Generals Grodekoff and Gribsky in Manchuria, would have been sufficient to shake the confidence of Her Majesty's Government if they had not had complete reliance on the assurances of the Emperor and of the Russian Government.

To my remarks M. Basily only replied that the policy of the Russian Government could only be formulated by Count Lamsdorff, and that the declarations of Russian Generals had no binding force.

I have, &c.  
(Signed) CHARLES HARDINGE.

Inclosure in No. 49.

*Mr. C. Hardinge to Count Lamsdorff.*

M. le Comte,

*St. Petersburg, October 21, 1900.*

ACCORDING to the official reports received by Her Majesty's Government, it appears that at 5 P.M. of the 30th September, the British flag was hoisted on the railway station of Shanhaikwan by a British officer accompanied by eighteen men. At 2 A.M. of the 2nd October the Russian forces arrived by sea and along the line of railway from the direction of Tongshan, the Chinese troops, acting under orders from Li Hung-chang and Prince Ching, having offered no opposition to the action of the allied forces. The Russian military authorities have laid claim to the whole of the line of railway from Tongku to Newchwang by right of conquest, and refuse to recognize any other rights.

In communicating, by order of Her Majesty's Government, the above information, I have the honour to point out to your Excellency, in accordance with the instructions I have received from the Marquess of Salisbury, that the claim now advanced by the Russian military authorities is entirely at variance with the assurances given by the Imperial Government that they would abstain from any territorial acquisition in China.

I avail, &c.  
(Signed) CHARLES HARDINGE.

No. 50.

*Mr. C. Hardinge to the Marquess of Salisbury.—(Received November 2.)*

My Lord,

*St. Petersburg, October 29, 1900.*

I HAVE the honour to transmit herewith to your Lordship copy of a note which I have received in semi-official form from Count Lamsdorff in reply to that addressed by me to his Excellency on the 6th instant respecting the proceedings of the Russian military authorities in connection with the repair and occupation by them of the Tien-tsin-Peking section of the Taku-Peking Railway.

Your Lordship will observe that Admiral Alexeieff has stated to Count Lamsdorff that no objections were raised by the Commander of the British detachment to the repair by the Russian military authorities of the line to Yangtsun and beyond; that he knows absolutely nothing of the protest made by the Commander of the Russian detachment to the British General respecting the repair of the line from Fêngtai to Yangtsun by the British and Japanese forces; and that the painting of the rolling-stock in the colours of the carriages of the Siberian Railway is an invention.

Admiral Alexeieff further states that the repair of the line from Yangtsun to the East was intrusted by order of the Emperor to the German military authorities.

In view of the foregoing statement of Admiral Alexeieff, and of Count Lamsdorff's remarks in the penultimate paragraph of his note, I venture to suggest to your Lordship that it would be very desirable that the statements contained in my note of the 6th October should be duly substantiated in order that Her Majesty's Government may not lay themselves open to the indictment of preferring charges against the Russian military authorities in China, which Count Lamsdorff considers to have been "decisively refuted."

It is worth noting that no allusion is made in Count Lamsdorff's note to the burning of the railway station at Tiên-tsin and to the plundering of the Accountant's safes, from which it may be presumed that the accuracy of that statement is not contested.

I have, &c.  
(Signed) CHARLES HARDINGE.



Inclosure in No. 50.

*Count Lamsdorff to Mr. C. Hardinge.*(Translation.)  
M. le Chargé d'Affaires,*Acting Minister for Foreign Affairs, Yalta,  
October 12 (25), 1900.*

ON receipt of your note of the 23rd September (6th October) of this year, I did not fail to request the Chief of the Quantung Province to furnish me with the necessary explanations on the subject referred to in the same.

From information now supplied to me by telegraph by Vice-Admiral Alexeieff, it would appear (1) that after the Agreement of the 10th July and the events which followed, the Russian military authorities continued to restore the railway line leading to Yangtsun and beyond for the general use of the allied forces, having met with absolutely no objections on the part of the Commander of the British detachment; (2) that, in accordance with the order of His Imperial Majesty the Emperor, the repair of the line from Yangtsun to the East was intrusted to the German military authorities; (3) that, as regards the protest of the Commander of the Russian detachment, which, it is alleged, the latter made to the English General relative to the repair by the Anglo-Japanese forces of the line from Fêngtai to Yangtsun, absolutely nothing is known to Vice-Admiral Alexeieff; that, finally (4), the report respecting the painting of the rolling-stock of the railway in question by the Russian authorities the same colour as the carriages of the Siberian line is evidently an invention, because the colour of the above-mentioned rolling stock remains as before.

In view of the above explanations so decisively refuting the information received by the Marquess of Salisbury, the Russian Government cannot conceal its great perplexity at the protest mentioned in your note of the 6th October.

I beg that you will convey the foregoing to the knowledge of Her Majesty's Government.

Accept, &c.  
(Signed) Comte LAMSDORFF.

No. 51.

*Mr. C. Hardinge to the Marquess of Salisbury.—(Received November 5.)*

My Lord,

*St. Petersburg, November 1, 1900.*

I HAVE the honour to transmit herewith to your Lordship a copy of a note which, in accordance with the instructions contained in your Lordship's telegram of yesterday, I have addressed to Count Lamsdorff asking for an explanation of the proceedings of the Russian authorities at Newchwang in seizing 50 miles of railway material, the property of Messrs. Jardine and Co., for which the British military authorities were in Treaty.

I have, &c.  
(Signed) CHARLES HARDINGE.

Inclosure in No. 51.

*Mr. C. Hardinge to Count Lamsdorff.*

M. le Comte,

*St. Petersburg, October 19 (November 1), 1900.*

I HAVE the honour to inform your Excellency that, from information received by Her Majesty's Government, it appears that the Russian authorities have seized at Newchwang 50 miles of railway material belonging to Messrs. Jardine and Co., for which the British military authorities were in Treaty for the repair of the end of the railway line in occupation by them.

I have been instructed by the Marquess of Salisbury to bring these facts to your Excellency's knowledge, and to request you at the same time to be so good as to favour me with an explanation of this proceeding on the part of the Russian authorities at Newchwang.

I avail, &c.  
(Signed) CHARLES HARDINGE.

No. 52.

*Sir F. Lascelles to the Marquess of Salisbury.—(Received November 5.)*

(Extract.)

*Berlin, November 3, 1900.*

I HAD the honour last night of receiving a repetition of Sir E. Satow's telegram of 30th October and your Lordship's telegram of the 2nd instant, and called again this morning on Baron von Richthofen to inform him that I was about to address a note to him on the subject of the arrangements which had been come to between the Representatives of the German and Russian forces and the Chief Engineer of the Peking-Hankau Railway.

I have the honour to inclose a copy of the note which I have this day addressed to Baron von Richthofen.

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Inclosure in No. 52.

*Sir F. Lascelles to Baron von Richthofen.*

Your Excellency,

*Berlin, November 3, 1900.*

HER Majesty's Minister at Peking has reported to Her Majesty's Principal Secretary of State for Foreign Affairs that certain arrangements have been come to between the Representatives of the German and Russian forces in China and the Engineer-in-chief of the Peking-Hankau line with regard to the repairs of the line between Peking and the coast.

In accordance with instructions which I have received from the Marquess of Salisbury, I have the honour to request your Excellency to obtain explanations from Field-Marshal Count Waldersee of those arrangements by which British private commercial interests are dealt with without communication with Her Majesty's Government or consultation with the persons interested.

I avail, &amp;c.

(Signed) FRANK C. LASCELLES.

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No. 53.

*General Officer Commanding British Contingent, China, to Lord G. Hamilton.—  
(Communicated by India Office, November 5.)*

(Telegraphic.)

*Peking, November 5, 1900.*

I AM informed by Colonel Grierson that it has been officially reported to the Field-Marshal Commanding-in-chief that Russians now taking necessary steps to repair railway line, and assisting British at Shankaikwan with materials for construction of branch line.

I told Field-Marshal that I adhered to opinion that it would have been better plan to intrust work to the railway Administration, who at that time would have been in a better position to reconstruct and work line than any single ally.

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No. 54.

*Mr. C. Hardinge to the Marquess of Salisbury.—(Received November 6.)*

My Lord,

*St. Petersburg, November 3, 1900.*

I HAVE the honour to transmit herewith to your Lordship copy of a note which, in accordance with your Lordship's telegraphic instructions, I have addressed to Count Lamsdorff, making a formal protest against the proceedings of the Russian military authorities in China in connection with the Peking-Newchwang Railway; and asking that orders may be sent to the Russian local authorities to at once restore to their legitimate owners the railway material seized by them, and to hand over the whole line now under Russian occupation to the Chief Engineer and his staff, subject to such military control in Chili as Count Waldersee may consider necessary for the free use of the line by the troops of the allied Powers without distinction.

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I handed this note to M. Basily to-day, who promised to send a summary by telegraph to Count Lamsdorff at Livadia and a copy by post.

Referring to Count Lamsdorff's note of the 12th (25th) October, I told M. Basily that I did not consider the term "decisively refuting" used by Count Lamsdorff as at all conveying the true result of the inquiries addressed by him to Admiral Alexeieff respecting the statements made by Her Majesty's Government as to the proceedings of the Russian military authorities on the Tien-tsin-Peking Railway. I reminded him that three points had been raised:—

1. The repair of the line from Tien-tsin to Peking, and the protest made by the Russian General against the repair of the line at Fêngtai.

2. The burning of the Tien-tsin Railway Station, and the plundering of the safes.

3. The painting of the rolling-stock in the colours of the Siberian Railway.

As regards the first point, the statement of Admiral Alexeieff that absolutely nothing was known to him cannot be accepted as a conclusive proof of the protest not having been made, while the telegrams received from the British General in command were weighty proofs that such a protest had in reality been made.

No remark was made in Count Lamsdorff's note respecting the burning of the station at Tien-tsin and the plundering of the safes, from which it may be inferred that the accuracy of this statement is admitted.

As regards the painting of the rolling-stock, I remarked that nobody would be more pleased than Her Majesty's Government if the news of this incident were proved to be an invention, but I begged to remind M. Basily that, in my note to Count Lamsdorff of the 6th October, I asked his Excellency to make an inquiry as to this alleged proceeding, against which, if corroborated, Her Majesty's Government found it necessary to remonstrate strongly.

I seized the opportunity to allude to the remarks that I had already made to M. Basily on the 22nd October, as reported in my despatch of that date, respecting the proceedings of the Russian military authorities in China, which remarks had been fully confirmed by a telegram which I received yesterday from your Lordship, of which I read to M. Basily an extract in French. I impressed upon him that I had not been instructed by your Lordship to communicate to him the substance of this telegram, which was merely intended to inform me of the views of Her Majesty's Government upon the correspondence that had recently taken place respecting railways in China, but that I had thought that it would be useful that Count Lamsdorff should thoroughly understand the views held by Her Majesty's Government on the subject.

M. Basily listened attentively to all that I said to him, and promised to transmit my remarks as nearly as possible to Count Lamsdorff, who he hoped would within a short space of time return to St. Petersburg and give his personal attention to this matter.

I have, &c.

(Signed) CHARLES HARDINGE.

Inclosure in No. 54.

*Mr. C. Hardinge to Count Lamsdorff.*

M. le Comte,

*St. Petersburg, October 20 (November 2), 1900.*

IN accordance with the request contained in your Excellency's note of the 12th (25th) October, I had the honour to communicate its contents by telegraph to Her Majesty's Government.

In a communication which I have received to-day by telegraph from Her Majesty's Government, the Marquess of Salisbury states that it is supposed that, in the allusion to the repair of the line from Yangtsun which has been intrusted to the German military authorities, the words "to the east" should read "to the north-west," that is, towards Peking.

As regards Admiral Alexeieff's statements, with respect to the restoration of the line leading to Yangtsun and beyond, that absolutely no objections to this measure were raised by the Commander of the British detachment, the Marquess of Salisbury informs me that an offer made by the British General at Tien-tsin to assist in repairing the line north of that place remained without definite answer.

On the 20th and 24th September, General Sir A. Gasclée, in command of the British troops in China, addressed telegrams to Her Majesty's Government, in which

that officer informed them that on the 18th September a Russian detachment had posted itself south of, and close to, Fêngtai, which had been occupied by a British force on the 30th August, that the Russian General had tendered a formal protest against the British occupation of the railway, and had requested the withdrawal of the British detachment on the ground that the whole of the line of railway from Tongku to Peking had been handed over to the Russian military authorities by agreement of the Admirals. The Russian General had also informed General Sir A. Gaselee that an Imperial Decree had been received by him to construct the railway as far as Peking, and that he had given orders accordingly. On the 24th September Sir A. Gaselee sent word to General Linévitch that he could not give orders for the withdrawal of the British force without orders from a superior authority.

The inference drawn from these facts by Her Majesty's Government is that the Russian Government are possibly not kept fully informed of the proceedings of their military authorities with regard to the railways in China.

In my note of the 21st October, I have already had the honour to draw your Excellency's attention to the occupation of the railway station at Shanhaikwan by a British officer and eighteen men at 5 P.M. on the 30th September. This action was taken by the British forces by the direct orders of Field-Marshal Count Waldersee. Nevertheless, without any orders of the Field-Marshal in command, the Russian forces at 2 A.M. of the 2nd October arrived by sea and along the line of railway from the direction of Tongshan, and the military authorities laid claim to the whole of the line of railway from Tongku to Newchwang by right of conquest, and refused to recognize any other rights.

It was in consequence of this occupation by the Russian military forces, notwithstanding its unauthorized character, that Field-Marshal Count Waldersee issued his Army Order of the 18th October. The Order in question dealt only with the military situation which had been created by the unauthorized action of the Russian military authorities, and dealt in no way with the rights of Great Britain, which have been formally recognized by Russia in an Agreement concluded between the British and Russian Governments on the 28th April, 1899.

I had also the honour to draw your Excellency's attention, in my note of yesterday, to the fact that the Russian authorities have seized at Newchwang 50 miles of railway material belonging to Messrs. Jardine and Co., for which the British military authorities were in treaty for the repair of the end of the railway line to Peking.

In recapitulating these facts, by direction of Her Majesty's Government I have the honour to inform your Excellency that I have received instructions from the Marquess of Salisbury to enter a formal and earnest protest against these proceedings, and I am to request your Excellency to be so good as to cause instructions to be sent to the Russian local authorities to restore at once to their legitimate owners the railway material which they have seized, and to hand over the whole of the line under occupation by the Russian forces to the Chief Engineer and his staff, subject to such military control by Field-Marshal Count Waldersee, in the province of Chihli, as may be requisite, in order to insure that the railway line shall be available for the use of the forces without distinction of all the allied Powers.

I avail, &c.

(Signed) CHARLES HARDINGE.

No. 55.

*Mr. C. Hardinge to the Marquess of Salisbury.—(Received November 6.)*

My Lord,

*St. Petersburg, November 3, 1900.*

I HAVE the honour to transmit herewith to your Lordship copy of a note which, in accordance with the instructions contained in your Lordship's telegram of yesterday's date, I have addressed to the Russian Government, asking for the removal of the prohibition against the working of the Tongshan and Lin Si collieries by the Chinese Engineering and Mining Company.

I have, &c.

(Signed) CHARLES HARDINGE.



## Inclosure in No. 55.

*Note addressed by Mr. C. Hardinge to Russian Government.*

ACCORDING to information received by Her Majesty's Government, the Chinese Engineering and Mining Company have been prohibited by the Russian authorities from working the Tongshan and Lin Si collieries and from selling the coal. The water is said to be rising in the shafts, and the mines will, if this continues, be ruined.

Her Majesty's Chargé d'Affaires, acting under instructions received from Her Majesty's Government, has the honour to request that his Excellency the Acting Minister for Foreign Affairs will be so good as to move the proper authorities to remove this prohibition, and Mr. Hardinge is instructed to state at the same time that if the present British and Russian forces are insufficient to protect the works, the British General is ready to furnish the necessary detachment of troops for their protection

*St. Petersburg, October 21 (November 3), 1900.*

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## No. 56.

*Sir F. Lascelles to the Marquess of Salisbury.—(Received November 6.)*

(Telegraphic.)

*Berlin, November 6, 1900.*

I WAS informed this afternoon by Baron von Richthofen that a further order had been published by Count Waldersee, in which it was stated that military considerations had dictated the arrangements made respecting the railways in China, that they were of a purely temporary character, and that no existing rights would be thereby prejudiced.

In alluding to a conversation between Her Majesty's Under-Secretary of State for Foreign Affairs and Count Hatzfeldt, Baron von Richthofen added that an inquiry had been addressed in a further telegram to the Field-Marshal as to whether he was of opinion that, in order to provide supplies for Peking during the winter, the repair of the Shanhaikwan Railway was necessary, and if such were the case, whether it would not be advisable that the work should be put into the hands of those who were most competent to carry it out.

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## No. 57.

*The Marquess of Salisbury to Sir F. Lascelles.*

(Telegraphic.)

*Foreign Office, November 6, 1900.*

THE following summary of a telegram from the General Officer Commanding in China, received 5th November, is forwarded for your information :—

General Gaselee reports that, according to information received by Count Waldersee, the Russians are now assisting the British troops at Shanhaikwan with materials for constructing a branch line, and are taking steps to repair the permanent way.

In Sir A. Gaselee's opinion it would have been better to intrust the work of repairs to the railway administration, and he has told the Field-Marshal that he adheres to this view.

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## No. 58.

*The Marquess of Salisbury to Sir E. Satow.*

(Telegraphic.)

*Foreign Office, November 9, 1900.*

THE Russian General, Linévitch, is stated, in a Reuter telegram from Tien-tsin, to have informed the Consuls officially that Russia has, by right of conquest, annexed the land on the river bank opposite to the British and German Settlements.

Please report by telegraph as to the facts and circumstances of the case.

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No. 59.

*General Officer Commanding China Expedition to India Office.—(Communicated by India Office, November 10.)*

(Telegraphic.)

*Peking [undated].*

BARROW is informed by General Linévitch that orders have been given to Russians to hand over line of railway to Field-Marshal Commanding-in-chief, withdrawing troops from Chihli, excepting two companies Tongshan and two companies Tien-tsin.

Field-Marshal has heard nothing, but, if true, will hand over Shanhaikwan line to us. Have any orders been given?

Kinder could probably take over railway line under military control, as, I believe has been done in South Africa.

It is, however, too late season of the year to expect much; Admiral says that the transportation must close on the 15th November at Shanhaikwan; material cannot be landed during the winter.

(Repeated Military Department.)

No. 60.

*The Marquess of Salisbury to Mr. C. Hardinge.*

(Telegraphic.)

*Foreign Office, November 11, 1900.*

REPORTED painting of rolling-stock of northern railways in the colours of the Siberian Railway. On receipt of your telegram of the 29th October, inquiry was made through the representatives of the bondholders.

The following telegram, dated Shanghai, the 10th November, stating—"Locomotives repainted black, red band, Russian name," has been received in reply.

Unless the Russian Government should revert to it the above is for your information only.

No. 61.

*Sir E Satow to the Marquess of Salisbury.—(Received November 11.)*

(Telegraphic.)

*Peking, November 11, 1900.*

WITH reference to your Lordship's telegram of the 9th instant, the Consular Body was informed on the 6th instant, by the Russian Acting Consul, that a piece of land between Meyer's Petroleum Depot and the railway station on the left bank of the Pei Ho, facing the foreign Concessions for the distance of about  $1\frac{1}{2}$  miles, had become the property of the Russian forces by an act of war. The Russian Acting Consul further states that the Russian reinforcement had established themselves on the ground by right of conquest.

A reply has been returned by the British Acting Consul-General reserving all British rights.

A notification has also been made by the Belgian Consul at Tien-tsin to the effect that a kilometre on the left bank, extending southward from the limits of General Linévitch's seizure, has been occupied by the Belgians.

No. 62.

*Foreign Office to India Office.*

Sir,

*Foreign Office, November 12, 1900.*

WITH reference to the telegram from the General Officer Commanding the British troops in China, of which a copy was communicated to this Department on the 10th instant, reporting that General Linevitch had stated to General Barrow that orders had been given to the Russians to hand over the northern railway line to the Field-Marshal Commanding-in-chief, I am directed by the Marquess of Lansdowne to

state that his Lordship would suggest that instructions should be sent to General Sir A. Gaselee to place himself in communication with Mr. Kinder on the subject, and to arrange for the transfer of the line to him as soon as it is handed over to the British military authorities by Count Waldersee.

I am, &c.  
(Signed) FRANCIS BERTIE.

## No. 63.

*The Marquess of Lansdowne to Sir F. Lascelles.\**

(Telegraphic.)

*Foreign Office, November 13, 1900.*

GENERAL BARROW has been informed by the Russian General Linevitch that orders have been given for Russian troops, excepting two companies at Tong Shan and two at Tien-tsin, to be withdrawn from Chihli, and for the railway to be handed over to Field-Marshal Count Waldersee. The latter stated that if this were true he would transfer the Shanhaikwan line to us, but he had not been informed of it on the 9th November.

## No. 64.

*Mr. C. Hardinge to the Marquess of Lansdowne.—(Received November 14.)*

(Telegraphic.)

*St. Petersburg, November 14, 1900.*

I RECEIVED, last night, a note from Minister for Foreign Affairs, dated 8th instant, of which following is a full summary:—

He hastens to inform me, in answer to my note of 21st October, that he positively does not see in what manner the temporary measures of the Russian military authorities in Pechili could be at variance with the declarations of the Russian Government, that they do not seek territorial acquisitions in China.

He cannot agree with the conclusions of your Lordship, since information contained in my note does not fully coincide with the data supplied by the Commander of the Russian forces.

On the strength of these data and of existing Agreements, Count Lamsdorff considers himself bound to make the following statement:—

The section from Tonku to Shanhaikwan, as also the section to Tien-tsin, are of special military importance to Russia only so long as Russian troops occupy the Province of Pechili.

On 30th October the Emperor ordered a reduction of the troops in Pechili, and on their withdrawal from Peking to Tien-tsin, the Yangtsun-Peking line was placed at the disposal of Count Waldersee. On the retirement of the Russian troops from the Pechili Province, the whole line from Yangtsun to Shanhaikwan will also be given over to the Field-Marshal, and it is unknown to the Russian Government into whose hands it will be placed by him.

It must, however, be remembered that by the Agreement of last year Russia has the right, on the termination of the occupation of the line, to insist that it is to remain Chinese, subject to Chinese control, and that it shall not become security for Chinese debt to any Power.

Equally, on the transfer of the line to Count Waldersee, Russia will declare that she will demand repayment for sums expended on repair and working of line from Peking to Shanhaikwan.

As regards the section from Shanhaikwan to Newchwang, in that region north of the Great Wall where the economic and geographical gravitation to Russia is recognized by last year's Agreement, the Russian Government, while insisting on their exclusive military right, temporary though it may be, of occupation by Russian troops, promise to fulfil in regard to it the financial obligations assumed under the above Agreement.

The Russian Government consider that this line must remain in Chinese hands, subject only to financial control on the part of England.

The restoration of the Shanhaikwan-Newchwang section to its former owners

\* Also to Mr. C. Hardinge.

cannot take place before all outlays for the repair and working of the Peking-Newchwang line have been fully repaid to the Russian Government. The same considerations apply to the branch to Sinminting.

The note concludes by a request to me to communicate above to Her Majesty's Government. Copy by post to-night.

No. 65.

*The Marquess of Lansdowne to Mr. C. Hardinge.*

(Telegraphic.)

*Foreign Office, November 15, 1900.*

NORTHERN Railways.

Before replying to Russian Government we will await arrival of note summarized in your telegram of the 14th instant, but meanwhile you might, as coming from yourself, call the attention of the Russian Foreign Office to the fact that no notice has been taken of our remonstrance against the seizure at Newchwang of railway material, the actual property of the British firm of Jardine, Matheson and Co.

No. 66.

*Mr. C. Hardinge to the Marquess of Lansdowne.—(Received November 17.)*

My Lord,

*St. Petersburg, November 14, 1900.*

WITH reference to my despatch of the 22nd October, I have the honour to transmit herewith to your Lordship copy in translation of a note which I received last night from Count Lamsdorff, explaining the policy and intentions of the Russian Government as regards the occupation by their troops of the railways in China.

I have, &c.

(Signed) CHARLES HARDINGE.

Inclosure in No. 66.

*Count Lamsdorff to Mr. C. Hardinge.*

(Translation.)

M. le Chargé d'Affaires,

*St. Petersburg, October 26 (November 8), 1900.*

I HAD the honour to receive the note of the 8th (21st) October, and hasten to inform you that I positively do not see in what manner the temporary measures of the Russian military authorities in the Pechili theatre of operations could be at variance with the declarations of the Imperial Government to the effect that it does not seek territorial acquisitions in China.

I can all the more not agree with the conclusions of the Marquess of Salisbury seeing that the information cited in the above note does not fully coincide with the data with which the Imperial Government has been supplied by the Commander of the Russian military detachment.

On the strength of these data, taken in connection with the stipulations of existing Agreements, I consider myself bound to state the following :—

The section of rail from Tongku to Shanhaikwan (as also the section to Tien-tsin) possesses for us special military signification only so long as the Russian troops occupy the Pechili Province.

On the 17th (30th) October His Majesty the Emperor imperially ordained a considerable diminution of the troops in the Pechili Province. On the withdrawal of the troops from Peking to Tien-tsin the Russian military authorities placed the Yangtsun-Peking line at the disposal of Count Waldersee, the Commander-in-chief. With the retirement of our troops from the Pechili Province, the whole road from Yangtsun to Shanhaikwan will also be given over to the Field-Marshal.

It is unknown to the Imperial Government in whose hands the latter will wish to place the actual occupation and exploitation of the above road during the occupation of the Pechili Province by foreign troops.



It must, however, be kept in view that, on the strength of the Agreement with Great Britain on the 16th April, 1899, Russia has the right to insist that on the termination of the occupation the line referred to is to remain Chinese subject to Chinese control, and that it shall not become security for Chinese debt to any Power.

Equally, on the transfer of the said road to Count Waldersee, Russia will declare that it will demand repayment of the sums expended on the re-establishment of the Peking-Shanhaikwan line and on its exploitation.

Finally, as regards the Shanhaikwan-Inkoi (Newchwang) section, it is necessary to have in view that this line runs northward of the Chinese Wall, *i.e.*, in that region where, on the strength of the Agreement of the 16th April, 1899, the economic and geographical gravitation to Russia is recognized.

But, while recognizing the necessity of insisting on its exclusive military right, temporary though it may be, of occupying the above said line by Russian troops, the Imperial Government will, of course, fulfil, in regard to it, the financial obligations assumed under the Agreement of the 16th April, 1899. The Imperial Government considers that this road must remain in the position in which it existed prior to Chinese events, *i.e.*, in Chinese hands, while being only under financial control on the part of England.

The actual restoration of the Shanhaikwan-Inkoi section to its former owners cannot take place before Russia has been fully repaid all the outlays made by her for the re-establishment and exploitation of the Peking-Shanhaikwan-Inkoi line. The same considerations apply to the branch from Siao-Hei-Shan to Sin Mintin.

I have the honour to request that you will communicate the foregoing reply to the Marquess of Salisbury's despatch to Her Majesty's Government.

Receive, &c.  
(Signed) LAMSDORFF.

No. 67.

*Sir F. Lascelles to the Marquess of Lansdowne.—(Received November 20.)*

My Lord,

*Berlin, November 15, 1900.*

I HAVE the honour to transmit to your Lordship herewith copy and translation of a communication which I have received from the Imperial Ministry for Foreign Affairs, stating that Count Waldersee has telegraphed to the effect that the Agreement relative to the railway line Shanhaikwan-Yangtsun was of a military character only, was concluded owing to the fact that the Russians were in possession of the line, and that General Gaselee, who was informed of the progress of the negotiations, acknowledged their necessity at the time.

I have, &c.  
(Signed) FRANK C. LASCELLES.

Inclosure in No. 67.

*Memorandum.*

(Translation.)

WITH respect to the opinion that private British interests will be injured by the Agreement relative to the Shanhaikwan-Yangtsun line, Count Waldersee telegraphs that that Agreement was solely of a military character, and was concluded upon the strength of the accomplished fact that the Russians were already in possession of the railway.

Moreover, General Gaselee was informed of the progress of the negotiations and acknowledged their necessity at the time.

No. 68.

*Sir F. Lascelles to the Marquess of Lansdowne.---(Received November 20.)*

My Lord,

Berlin, November 15, 1900.

WITH reference to my despatch of the 3rd instant, I have the honour to transmit to your Lordship herewith copy and translation of a communication which I have received from the Imperial Ministry for Foreign Affairs, stating that the German Minister in China reports that the Agreement with the Chief Engineer of the Hankow line relates to the making over of Belgian railway material at cost price for the repair of the line Peking-Yangtsun, in return for which Belgian traffic on that section is to receive special advantages as long as the military occupation lasts.

Herr von Mumm also states that the Belgian Minister attempted to make the Diplomatic Corps guarantors of this Agreement, but that this proposal was unanimously rejected.

I have, &amp;c.

(Signed) FRANK C. LASCELLES.

Inclosure in No. 68.

*Memorandum.*

(Translation.)

THE Imperial Minister in Peking reports that the Agreement with the Chief Engineer of the Peking-Hankow line relates to the making over, at cost price, of Belgian railway material for the repair of the section Peking-Yangtsun, in return for the concession of certain freight allowances upon that section for the subsequent conveyance of Belgian material, only, however, so long as the military occupation lasts.

Herr von Mumm further reports that the Belgian Minister at Peking made an attempt to make the Diplomatic Corps guarantors of the Agreement; his proposal was, however, unanimously rejected.

No. 69.

*British and Chinese Corporation to Foreign Office.---(Received November 20.)*

Sir,

3, Lombard Street, London, November 20, 1900.

HAVING telegraphed to our representatives in China to ascertain whether the land at Tien-tsin, which, it was recently reported in the press telegrams, had been seized by the Russians, was the property of the Northern Railway, we have received the following reply:—

“The most valuable portion belongs to the Imperial railways of North China. Intended Russian annexation locally most prejudicial to British interests and Imperial railways of North China. Messrs. Butterfield and Swire, Tien-tsin, Mr. Edmund Cousins (Jardine, Matheson, and Co., Tien-tsin), and others, having interests, are moving in the matter. The Russians have removed large quantity of valuable stores and machinery from Tongshan belonging to the Imperial railways of North China.”

You will observe that our representatives further assert that the Russians have appropriated and removed from Tongshan stores and machinery belonging to the Northern Railway. The Russians are also reported to have acted similarly at Newchwang, but of this we have no direct information from our representatives.

We can only repeat the opinion we expressed in our letter of the 1st October last, informing you of the destruction and looting by the Russians of the railway head offices, that the manner and method of the Russian occupation and control is most prejudicial to the interests of the railway and, consequently, to the bondholders, and express the earnest hope that Her Majesty's Government will make such representations to the Russian Government as will secure the cessation of these injurious proceedings on the part of their Representatives and compensation for property removed.

It has further come to our knowledge that Count Waldersee has arranged with the Belgians to repair the Northern Railway line, and that, as an ostensible consideration for the services of the Belgians, the Northern Railway is to convey from Tien-tsin

the material imported by the Belgians for the repair of the Peking-Paoting-fu line at half-tariff rates, and that one train a-day is to be devoted to this traffic.

To this proceeding we trust Her Majesty's Government will effectively object. The Northern Railway has its own staff of engineers, who can do the work more cheaply and expeditiously than the Belgians, and so serve and protect the British interests which are involved in the line. And as regards the Belgians getting their material carried at half rates over the Northern Railway, the arrangement appears to us to amount to confiscation of Northern Railway revenue, which was expressly hypothecated as part of the bondholders security.

We have, &c.

(Per the British and Chinese Corporation, Limited),

(Signed) W. KESWICK, Chairman.

No. 70.

*The Marquess of Lansdowne to Mr. C. Hardinge.*

Sir,

Foreign Office, November 23, 1900.

HER Majesty's Government have received your telegrams and despatches noted in the margin,\* containing the replies of the Russian Government to the several representations which you have been instructed to make to them with regard to the proceedings of the Russian military authorities in connection with the Imperial railways of North China.

These representations have been directed to the following points:—

(a.) The protest made by the Russian General, Linevitch, against the repair of the line from Fêngtai (a point immediately to the south of Peking) towards Yangtsun by British and Japanese troops.

(b.) The claim advanced by the Russian military authorities to the whole line from Tongku to Newchwang by right of conquest—a claim which appeared to Her Majesty's Government to be entirely at variance with the assurances given by the Russian Government that they would abstain from territorial encroachments on China.

(c.) The repainting of the rolling-stock of the line in the colours of the Siberian Railway.

(d.) The destruction of the head offices of the railway at Tien-tsin while in Russian occupation, and the plundering of the Accountants' safes.

(e.) The seizure at Newchwang of 50 miles of railway material belonging to the British firm of Jardine, Matheson, and Co., for which the British military authorities were in treaty for repairing the Peking end of the line.

With regard to the first point—

(a.) It is stated by the Russian Government that nothing is known of the protest alleged to have been made to the British General by the Commander of the Russian detachment.

The telegram which Her Majesty's Government received from Lieutenant-General Sir A. Gaselee on this subject was dated the 20th September, and stated that the Russian General had sent a formal protest against the British occupation of the railway junction at Fêngtai; and it is strange that the Russian officer should not have considered such a proceeding sufficiently serious to deserve being reported to his superiors.

In reply to the second—

(b.) Count Lamsdorff observes that he is unable to see in what manner the temporary measures of the Russian military authorities in Ohihli could be at variance with the declarations of the Russian Government that they do not seek territorial acquisitions in China.

(c.) The report that the rolling-stock has been repainted in the colours of the Siberian Railway is described as an invention, the colour of the rolling-stock remaining as before.

As to this, I can only state that a telegram received on the 10th instant from the representatives of the bondholders at Tien-tsin, in reply to inquiries made as to this report, asserts that the locomotives have been repainted black, with red band and Russian name.

\* Nos. 38, 50, 64 and 66.

(d.) and (e.) To the questions dealt with under (d) and (e) no replies have been received by Her Majesty's Government.

On the subject of Count Lamsdorff's statement in his note of the 8th November, a copy of which is inclosed in your despatch of the 14th instant, I have to make the following remarks:—

His Excellency observes that "with the retirement of the Russian troops from the Pechili province" the whole road from Yangtsun to Shanhaikwan will be given over to Field-Marshal Count Waldersee; but he intimates that his Government will demand repayment for the sums expended by them on the repair and working of the line from Peking to Shanhaikwan; and, further, that the restoration of the Shanhaikwan-Newchwang, or extra-mural, section cannot take place before all outlays for the repair and working of the Peking-Newchwang line have been fully repaid to the Russian Government.

To defer the restoration of the line to its rightful owners until such time as it may be found possible to arrive at a settlement of claims which it would obviously take long to prepare and probably longer still to examine might clearly involve an almost indefinite postponement of that restoration.

A still more important consideration arises from the fact that others of the allied Powers have been put to expense for repairs to the lines.

Her Majesty's Government cannot admit that Russia would have the right to be placed in a preferential position in regard to the repayment of such outlays. In their opinion, the expenses in question should be shared in just proportions by the several Powers interested, and the amount ultimately be recovered from the Chinese Government. The line from Shanhaikwan to Newchwang was constructed by British capital, and the earnings of the line form part of the security on which the money was advanced. The interests of the bondholders have already been seriously injured, and it would be unjust that their position should be still further compromised by the retention in Russian hands of the Shanhaikwan-Newchwang section until the repayment of the expenses incurred by Russia for repairing and working the railways for military purposes.

Count Lamsdorff further observes that it must be remembered that by the Agreement of last year Russia has the right, on the termination of the occupation of the line, to insist that it is to remain Chinese, subject to Chinese control, and that it shall not become security for Chinese debt to any Power.

The particular section of the railway here alluded to is not stated, but in the preceding paragraph his Excellency is speaking of the section from Yangtsun to Shanhaikwan, to which the words "the line" would consequently seem to refer.

It is therefore necessary for me to point out that in the Agreement of the 16th (28th) April, 1899,\* the stipulation mentioned by Count Lamsdorff referred to the extension of the railway outside the Great Wall, i.e., from Shanhaikwan to Newchwang and Sinminting; and that Her Majesty's Government cannot admit the right of intervention by any other Power in the contract arrangements between the Chinese Government and the bondholders in respect of the railway from Peking to Shanhaikwan.

You will take a suitable opportunity of reading this despatch to Count Lamsdorff, and you should leave a copy of it with him.

I am, &c.  
(Signed) LANSLOWNE.

#### No. 71.

*The Marquess of Lansdowne to Sir C. Scott.*

(Telegraphic.)

*Foreign Office, November 25, 1900.*

THE representatives of the bondholders of the North China railways have informed Her Majesty's Government that land at Tien-tsin belonging to the railways has been seized by the Russian military authorities, who are likewise reported to have removed from Tongshan a large quantity of valuable stores and machinery at that place.

In any remonstrances which you may address to the Russian Government on the subject of the railways, you should include these proceedings.

\* See "Treaty Series No. 11, 1899."



## No. 72.

*The Marquess of Lansdowne to Sir E. Satow.*

(Telegraphic.)

*Foreign Office, November 26, 1900.*

REPORT by telegraph any details you can obtain respecting the seizure of land at Tien-tsin by the Russian authorities.

## No. 73.

*The Marquess of Lansdowne to Sir F. Lascelles.*

Sir,

*Foreign Office, November 27, 1900.*

THE communication from the German Foreign Office, inclosed in your Excellency's despatch of the 15th instant, merely records a part of the arrangement come to between the Representatives of the Russian and German forces on the one hand, and the Engineer-in-chief of the Peking-Hankow Line on the other, and does not in any way meet the objections of Her Majesty's Government.

Her Majesty's Minister at Peking reported in his telegram of the 1st instant that the Representative of the Peking-Hankow Line had agreed to supply at cost price all the material for repairing the line between Peking and the coast in return (1) for one train a-day for transport of rolling-stock when the repairs of the Peking-Hankow Line begins; (2) for the carriage of construction material over the Peking-Tien-tsin and Coast Line at 50 per cent. reduction on the completion of the line to Paoting-fu; (3) a similar reduction in the transport of goods on account of the Peking-Tien-tsin Line was to be granted over the Peking-Hankow Line.

In the opinion of Her Majesty's Government such an arrangement, closely affecting the interests of the British bondholders, should not have been made without consultation with their Representatives or previous communication with Her Majesty's Government.

I should wish your Excellency to point this out to the German Government.

I am, &amp;c.

(Signed) **LANDSDOWNE.**

## No. 74.

*Foreign Office to British and Chinese Corporation.*

Sir,

*Foreign Office, November 27, 1900.*

I LAID before the Marquess of Lansdowne your letters of the 20th and 22nd instant respecting the action of the Russian authorities with regard to the North China Railways, and the arrangement made by Count Waldersee with the Chief Engineer of the Peking-Hankow line for the repair of the northern line.

Her Majesty's Government are in communication with the Russian and German Governments in regard to these questions.

I am, &amp;c.

(Signed) **FRANCIS BERTIE**

## No. 75.

*Sir C. Scott to the Marquess of Lansdowne.—(Received November 28.)*

(Telegraphic.)

*St. Petersburg, November 28, 1900.*

I HAD a visit from M. Basily yesterday. He held out hopes that owing to the marked improvement in the health of His Majesty the Emperor, Count Lamsdorff and the other Ministers would now be permitted to return to St. Petersburg immediately.

This, I said, I was sincerely rejoiced to hear, as the exchange of communications with Count Lamsdorff, by telegraph or messenger, could not be considered a very satisfactory mode under present circumstances, while it would be inconvenient for me to make a journey to Livadia, and I was awaiting his Excellency's return in order to make a communication to him.

## No. 76.

*Sir E. Satow to the Marquess of Lansdowne.—(Received November 29.)*

(Telegraphic.)

*Peking, November 28, 1900.*

WITH reference to your Lordship's telegram of the 26th November and my telegram of the 11th November:

Russian flags have been hoisted on the property of Butterfield and Swire, and also of Cousins and Dickinson.

The Russian military authorities offered to remove the flags on the following conditions:

Firstly, that the title to the ground was recognized as valid by the Russian and British Consuls as having been acquired before the Russians occupied the area in which they are situated.

Secondly, that the firms would undertake not to hoist British flags "until the flag question should be settled by common accord," for the reason that the hoisting of the British flag by the owners might "bring in question the nationality of the territory."

The Consul-General at Tien-tsin lodged a protest on the 17th instant against the placing of Russian flags on the property of British subjects, such action being a trespass on their rights, and I have approved his action.

Copies of the correspondence have already been sent to your Lordship.

## No. 77.

*Sir C. Scott to the Marquess of Lansdowne.—(Received November 30.)*

My Lord,

*St. Petersburg, November 27, 1900.*

I HAVE the honour to transmit to your Lordship herewith copy in translation of a note which I have received from Count Lamsdorff in reply to the representation made to the Imperial Government by Mr. Hardinge on the 1st instant on the subject of the seizure by the Russian authorities at Newchwang of railway material, the property of Messrs. Jardine. A copy of Mr. Hardinge's note accompanied his despatch of the 1st November.

I had the honour of telegraphing the substance of Count Lamsdorff's note to your Lordship this afternoon.

I have, &c.

(Signed) CHARLES S. SCOTT.

## Inclosure in No. 77.

*Count Lamsdorff to Mr. C. Hardinge.*

(Translation.)

M. le Chargé d'Affaires,

*Yalta, November 10, 1900.*

WITH reference to your note of the 19th October (1st November), I have the honour to communicate the following:—

In view of the declaration of the Imperial Government to the effect that the railroad, until the establishment in China of a normal state of things, will remain in the hands of the Russian military authorities and then be returned to the legitimate owner—the same point of view must be adopted in respect of the materials found at the railway which are necessary for the re-establishment of the Inkou Tien-tsin, Inkou-Mukden line destroyed by the Chinese, and which, at the present time, are much required owing to military circumstances.

It is, moreover, necessary to keep in view that the materials to which the firm of

Jardine and Co. have pretensions were taken by the Russian troops not in the town of Newchwang itself, but at the station, situated on the right bank of the Lia-ho, and therefore the claim of the English Company to them is subject to doubt; unfortunately, under present circumstances, the establishment of the rights of ownership is attended with difficulty.

Notwithstanding, however, all these considerations which show the unfounded nature of the claims of the above Company, the Imperial Ministry of War instructed Vice-Admiral Alexieff, by telegraph on the 5th (18th) of this month of November, to surrender to the English authorities the railway materials taken at Newchwang, in order to avert undesirable misunderstandings between the allied forces in China, as also for the sake of a speedy re-establishment of the Peking-Yangtsun section.

At the same time M. Ostroverkoff, the Russian Imperial Consul, has been instructed to obtain the co-operation of a British Delegate for the purpose of a joint and careful examination of the question whether the railway materials taken by the Russian troops really belong to the English firm of Jardine and Co.

In communicating this I take advantage, &c.  
(Signed) Count LAMSDORFF.

No. 78.

*Sir C. Scott to the Marquess of Lansdowne.—(Received December 1.)*

My Lord,

*St. Petersburg, November 28, 1900.*

I HAVE the honour to forward to your Lordship herewith, copy, in translation, of the reply returned by Count Lamsdorff to the representation made by Mr. Hardinge on the 3rd instant, with regard to the action of the Russian authorities in connection with the working of the Tongshan and Linsi collieries. A copy of Mr. Hardinge's note accompanied his despatch of the 3rd November.

I have, &c.  
(Signed) CHARLES S. SCOTT.

Inclosure in No. 78.

*Count Lamsdorff to Sir C. Scott.*

*Ministry of Foreign Affairs,*

*Yalta, November 10, 1900.*

(Translation.)

WITH reference to the question raised by the Government of Her Britannic Majesty respecting the position of affairs at the Tongshan and Linsi coal mines, the Imperial Government in reply to the note of the British Chargé d'Affaires of the 20th October (3rd November) last, has the honour to communicate the following:—

On the occupation by the Russian authorities of the above coal mines Admiral Alexieff instructed Colonel Keller to examine them, and it was on the report of the latter that the mode of their protection, their working and sale of the coal was established, such sale having commenced early in October. The written Agreement was signed by the Chief Director on the 7th October. The mines, saved from destruction only thanks to their rapid occupation by General Tserpitsky, are now in complete safety. The majority of the engineers, employés, and workmen who had abandoned them have now returned to their duties. The protection afforded by our troops is quite sufficient. The managing staff of the mines is satisfied with their reopening, and with the tranquillity and order which are evidenced by the Agreement above referred to.

(Signed) Count LAMSDORFF.

No. 79.

*Sir C. Scott to the Marquess of Lansdowne.—(Received December 3.)*

My Lord;

St. Petersburg, November 29, 1900.

IN obedience to the instructions of your Lordship's telegram of the 25th instant, I shall be careful to include in any remonstrances to be addressed to the Russian Government the proceedings—as reported by the representatives of the bondholders of the North China Railways—of the Russian military authorities in seizing at Tien-tsin land belonging to the railway and removing a large quantity of valuable stores and machinery.

It might be desirable that I should, if possible, be furnished, before Count Lamsdorff's return, with more precise particulars of the exact situation and extent of the land alleged to have been seized, and a description of the stores and machinery removed, and also that I should be enabled to satisfy his Excellency that the facts, as stated by the bondholders' representatives, have been verified by the British Consular and military authorities at Tien-tsin.

I have, &amp;c.

(Signed) CHARLES S. SCOTT.

No. 80.

*Viscount Gough to the Marquess of Lansdowne.—(Received December 3.)*

(Extract.)

Berlin, December 1, 1900.

ON conveying to the Secretary of State the substance of your Lordship's despatch of the 27th ultimo on the arrangement made by the German and Russian Representatives affecting the freights on the northern line between Peking and Tien-tsin, his Excellency undertook to inform Count Waldersee of your Lordship's views. He had no fresh information on the subject, but presumed that military considerations had alone guided Count Waldersee.

No. 81.

*The Marquess of Lansdowne to Sir E. Satow.*

(Telegraphic.)

Foreign Office, December 4, 1900.

WITH reference to your telegram of the 11th November, it is stated by bondholders' representatives that part of the land seized by the Russians at Tien-tsin belongs to the railway, and that valuable machinery and stores have been removed by Russian military authorities from Tongshan.

Can you obtain particulars as to the situation and extent of such land, and a description of the machinery and stores removed, for the use of Her Majesty's Ambassador at St. Petersburg?

It would also be desirable to obtain confirmation, by the British Consular and military authorities at Tien-tsin, of the statements made by the representatives of the bondholders on the subject.

No. 82.

*Foreign Office to the British and Chinese Corporation.*

Sir,

Foreign Office, December 5, 1900.

WITH reference to your letter of the 20th ultimo, I am directed by the Marquess of Lansdowne to request that particulars may be obtained, for the use of Her Majesty's Ambassador at St. Petersburg, as to the exact situation and extent of the land belonging to the Northern Railway of China, which is reported to have been occupied

by the Russian military authorities at Tien-tsin, and also that a description may be furnished of the machinery and stores said to have been removed by them from Tongshan.

I am, &c.  
(Signed) T. H. SANDERSON.

## No. 83.

*General Officer Commanding China Expedition to India Office.—(Communicated by India Office, December 9.)*

(Telegraphic.)

Peking, December 9, 1900.

ON return of Barrow from Shanhaikwan I sent him to report result of mission to Chief of Staff, allied forces, who stated the Russians intend to transfer line of railway Shanhaikwan-Yangtsun to Field-Marshal Commander-in-chief by the 1st January; and that latter would, after a week or so, transfer whole line to us. Thereupon I summoned Kinder from Tien-tsin, and arranged scheme for working railway under control of military.

Barrow, Colonel Shone, Lieutenant-Colonel MacDonald interviewed Chief of Staff allied forces on the 4th December, and discussed arrangements. Railway line Yangtsun-Peking will be ready for traffic in a few days. Consequently, I am appointing MacDonald Director of Railway, and have authorized Kinder to collect staff.

## No. 84.

*British and Chinese Corporation to Foreign Office.—(Received December 11.)*

Sir,

3, Lombard Street, London, December 11, 1900.

IN accordance with the request of the Marquess of Lansdowne, conveyed to us in your letter of the 5th instant, we telegraphed to our representatives in China to inform us of the exact situation and the extent of land belonging to the Northern Railway of China, which is reported to have been occupied by the Russian military authorities at Tien-tsin, and also to furnish a description of the machinery and stores said to have been removed by the Russians from Tongshan.

We now beg to inform you that we have to-day received the following telegraphic reply from our representatives in Tien-tsin:—

"Re your wire of the 7th. Russian annexation includes 450 yards river frontage, also considerable ground between river and railway line, exact area difficult to ascertain, plan being forwarded through British Consul and British Minister. Europeans forbidden entrance Tongshan, Chinese evidence only available of which we consider there is sufficient, leave no doubt that all lighter machinery, wheels, axles, stores have been removed."

We are, &c.  
The British and Chinese Corporation (Limited),  
(Signed) W. KESWICK, *Chairman.*

## No. 85.

*Lieutenant-General Sir A. Gaselee to Lord G. Hamilton.—(Communicated by India Office, December 12.)*

(Telegraphic.)

Peking, December 11, 1900.

PLEASE refer to my telegram of 9th December.

I am informed officially by Field-Marshal Commanding-in-chief that Russians will transfer railway to him on or before 1st January, Russian style. Railway line to Peking now open.

(Addressed Secretary of State for India. Repeated Military Secretary.)



## No. 86.

*Sir E. Satow to the Marquess of Lansdowne.—(Received December 12.)*

(Telegraphic.)

*Peking, December 12, 1900.*

WITH reference to my telegram of the 11th ultimo, I hear from Her Majesty's Acting Consul-General at Tien-tsin that 450 yards of the river bank in the neighbourhood of the station have been seized by the Russians. This land belongs to the railway, and they have also taken a large extent of ground (how much he cannot estimate) between the river and the line. In a few days I shall receive a plan containing the best information.

Foreigners are not allowed by the Russians to examine the works at Tongshan, so there is no direct information to be obtained, but Mr. Campbell hears from Chinese testimony, which he considers trustworthy, that the Russians have shipped to Port Arthur smaller machinery, for instance lathes, and stores consisting of axles, wheels, and other parts of carriages and engines, with paint and oil.

The military authorities cannot give me any precise information, but General Barrow paid a visit recently to the workshops at Tien-tsin, and saw no sign, he informed me, of the removal of any machinery.

## No. 87.

*Sir E. Satow to the Marquess of Lansdowne.—(Received December 14.)*

(Telegraphic.)

*Peking, December 13, 1900.*

FIELD-MARSHAL VON WALDERSEE has officially informed General Gaselee that the Russian Minister of War has telegraphed to him stating that the railway will be handed over by the Russians to the Germans on the 13th January. The Field-Marshal has added that he will then transfer the control of the line to the military authorities of Great Britain.

## No. 88.

*Sir E. Satow to the Marquess of Lansdowne.—(Received December 18.)*

(Telegraphic.)

*Peking, December 17, 1900.*

WITH reference to my telegram of 12th instant, I have been furnished with a plan of railway property.

There are Russian flags posted up the main road to the station and along the platform, also on a siding. They can hardly be supposed to indicate more than that the railway station is in the military occupation of the Russians. It was also possibly not known to them that the Chinese village, claimed on behalf of the railway, and from which latter had not removed residents, is railway property. Title-deeds showing their purchase will probably be produced with difficulty by the railway authorities.

Plan will be sent as soon as possible by bag.

## No. 89.

*Sir C. Scott to the Marquess of Lansdowne.—(Received December 20.)*

My Lord,

*St. Petersburg, December 17, 1900.*

I HAVE the honour to transmit herewith to your Lordship a French translation from the "Journal de Saint-Petersbourg" of a communiqué which appeared in yesterday's "Invalide Russe" respecting the action of the Russian military authorities in regard to the railways in Pechili.

I have, &c.

(Signed) CHARLES S. SCOTT.

Inclosure in No. 89.

*Extract from the "Journal de Saint-Petersbourg" of December 4 (17), 1900.*

LE "Messenger Officiel" et "l'Invalide Russe" publient aujourd'hui la communication suivante :—

"Un grand nombre d'articles consacrés à l'appréciation des opérations de nos troupes dans la Province du Petchili en ce qui concerne le Chemin de Fer de Yangtsoun-Chan-Haï-Kouan\* ont paru ces derniers temps dans les journaux étrangers et notamment dans la presse Anglaise.

"L'opinion générale qui se dégage des énonciations de la presse Anglaise peut être résumée comme suit :—

"1. Le Chemin de Fer de Yangtsoun-Chan-Haï-Kouan appartient à l'Angleterre;

"2. Les Russes se sont emparés de cette ligne sans en avoir aucun droit, et ils doivent par conséquent la transmettre immédiatement aux Anglais, ses propriétaires;

"3. Pendant qu'ils ont administré cette ligne, les Russes n'ont rien fait pour réparer les dégâts de la ligne et n'ont presque rien dépensé dans ce but;

"4. La restitution du chemin de fer aux Anglais est absolument en dehors de la sphère d'action du Comte de Waldersee.

"Attendu qu'un organe sérieux comme le "Times" qualifie lui aussi de "monstrueux" et de "perfidés" nos procédés par rapport au Chemin de Fer de Yangtsoun-Chan-Haï-Kouan, il est utile d'exposer dans quelles conditions est échue aux troupes Russes la tâche difficile de réparer le chemin de fer en question, détruit par les Chinois, de le protéger et de l'exploiter.

"Lors de la prise de Takou, le 4 Juin, nos troupes avaient occupé la station de Tongkou. Puis, lors du mouvement en avant de notre détachement, sous les ordres du Général Stössel, du 8 au 11 Juin, avec la coopération d'un nombre tout à fait insignifiant des troupes de débarquement des alliés, nous avons pris de haute lutte la ligne de Tongkou-Tien-tsin. A ce moment difficile, nous étions les seuls à disposer dans le rayon des opérations militaires de troupes de chemins de fer et, par conséquent c'est à elles qu'est échue la tâche de réparer le chemin de fer, fortement endommagé. Il est vrai que la direction de ces travaux avait été confiée au début par le Conseil des Amiraux au Capitaine Américain Wice, mais comme celui-ci ne disposait pas des moyens nécessaires, le Conseil des Amiraux, convoqué pour statuer sur la proposition de l'Amiral Seymour, de transmettre la ligne à son ancienne Administration (Anglo-Chinoise), jugea indispensable de remettre toute la ligne de Tongkou-Tien-tsin à notre gestion. Grâce aux travaux énergiquement poussés pendant un mois, le 7 Juillet la ligne était livrée à la circulation sur toute sa longueur.

"Après la prise de Pékin, nous est également échue la tâche de continuer les travaux de chemins de fer jusqu'à ce point.

"Au départ de nos troupes de Pékin, nous avons remis également aux alliés la section de la ligne de Pékin-Yangtsoun.

"Ayant occupé le 7 Septembre Peïtang, l'Amiral Alexéieff fit avancer vers Loutaï et plus loin sur Chan-Haï-Kouan le détachement du Général Tserpitsky, composé exclusivement de troupes Russes; ce détachement, opérant avec une grande énergie, et en rencontrant de la résistance sur certains points, parcourut, en partie à pied et en partie en se servant de trains, plus de 200 verstes de la ligne, s'en empara et atteignit Chan-Haï-Kouan seulement un jour après l'arrivée des troupes de débarquement des alliés, qui y étaient entrées sans coup férir. Suivant l'opinion de l'Amiral Alexéieff, qui fait autorité, Chan-Haï-Kouan a capitulé sans opposer de la résistance, uniquement parce que les Chinois avaient reçu des renseignements exagérés sur les forces du Général Tserpitsky; cette opinion est confirmée d'ailleurs par la correspondance échangée entre un fonctionnaire qui était attaché au Général Tserpitsky et les autorités de Chan-Haï-Kouan.

"Ainsi, c'est seulement grâce aux efforts et à la vaillance des troupes Russes et à l'énergie déployée par leur Commandant, que la section de Tongkou-Tien-tsin a été préservée de la destruction par les Boxers et les troupes Chinoises. Par un ordre du jour de Comte de Waldersee à l'armée toute la ligne de Yangtsoun-Chan-Haï-Kouan fut remise à notre gestion. Les Anglais s'étaient également soumis à la décision du

\* Station de chemin de fer entre Tien-tsin et Pékin.

Comte de Waldersee, ayant été chargés à leur tour, par ordre du Comte de Waldersee, de l'administration du port de Tsinvandoa.\*

“ En outre, l'ordre du jour de l'armée que nous assignait le Chemin de Fer de Yangtsoun-Chan-Haï-Kouan avait été précédé d'un Arrangement conclu par écrit le 1<sup>er</sup> Octobre avec le Feld-Maréchal et qui nous imposait certaines obligations pour la réparation des sections détruites de la ligne, ainsi que pour l'exploitation et la protection de cette dernière.

“ Le succès des travaux de réparation du chemin de fer et, ce qui est le plus important, l'exploitation satisfaisante de la ligne étaient entièrement assurés par les excellentes aptitudes de nos troupes de chemins de fer, très compétentes dans leur spécialité ; ces troupes avaient été prises directement du Chemin de Fer de l'Oussouri, où elles avaient été employées de fait à tous les travaux d'exploitation. Le succès était assuré en outre par le fait qu'à la tête de l'entreprise était placé un ingénieur de talent et énergique, le Colonel Keller, Directeur du Chemin de Fer de l'Oussouri, et qui avait acquis une grande expérience en matière de chemins de fer non seulement dans l'Oussouri, mais aussi sur la ligne Transcaspienne. Il est évident que, dans de pareilles circonstances, aux yeux du Comte de Waldersee, le maintien de la ligne de Yang-tsoun-Chan-Haï-Kouan entre nos mains garantissait au point de vue militaire, on ne peut mieux les troupes alliées.

“ Les dégâts de la ligne étaient tellement graves que nos troupes furent obligées jusqu'au 1<sup>er</sup> Novembre de construire presque à nouveau 53 verstes sur la section de Tongkou-Tien-tsin et 45 verstes sur la section de Tongkou-Chan-Haï-Kouan. En outre il fallut exécuter sur toute la longueur de la ligne des réparations très sérieuses. Dès le 15 Novembre les rails étaient déjà posés sur toute la section de Tongkou-Chan-Haï-Kouan, et à la fin du même mois le trafic se faisait sur toute l'étendue de la section, avec transbordement par un pont temporaire jeté sur une des rivières que traverse le chemin de fer. En somme, sur la section de Tongkou-Chan-Haï-Kouan nous avons construit à nouveau 70 verstes de voie ferrée, réparé un grand pont en fer, procédé à la réfection complète de quatre ponts, construit toute la partie supérieure de huit ponts, et nous sommes en train de terminer : un pont, avec un arche de 120 sagènes, à travers le Peïtang et deux ponts traversant des canaux navigables ; soit en tout il a été exécuté environ une verste de travaux de construction de ponts. Quatre stations, qui avaient été détruites de fond en comble, ont été reconstruites et il a été pourvu à l'alimentation d'eau de la station de Loutaï ; enfin on a rétabli le télégraphe. Et tous ces travaux étaient exécutés sous les yeux de l'ennemi, malgré de fréquentes attaques sur la ligne et bien que celle-ci fût en partie minée par les Chinois.

“ Nous avons administré les chemins de fer du Petehili (jusqu'à Yangtsoun) pendant presque cinq mois. Outre la grande somme de travail fournie par nos troupes, nous avons dépensé environ 300,000 roubles, pour la réparation du chemin de fer et 150,000 roubles pour son exploitation. Le personnel de nos détachements de chemin de fer a déployé dans l'exploitation de la ligne une énergie extrême : il a pourvu au transport de plusieurs dizaines de mille hommes, de beaucoup de centaines de milliers de pouds de chargements, sans qu'il y ait eu un seul cas de déraillement ou d'accident de personnes, sans qu'une seule plainte ait été reçue de la part des alliés. Le service de la garde du chemin de fer se faisait avec une telle vigilance qu'aucune des tentatives de détruire la ligne n'a réussi.

“ Ce qui vient d'être exposé montre sur quelles bases solides reposait notre administration de la ligne de Yangtsoun-Chan-Haï-Kouan.

“ Maintenant que le port de Takou est fermé par suite de congélation tous les chargements devront être dirigés sur le port de Tsinvandoa, ouvert toute l'année, et être transportés de là par le chemin de fer de Yangtsoun-Chan-Haï-Kouan-Pékin. Ainsi, pendant l'hiver, toute cette ligne formera, jusqu'à la réouverture de la navigation sur le Peï-Ho, la principale artère vitale de l'armée alliée, placée sous le commandement du Comte de Waldersee. Si le transport de toutes les réserves d'approvisionnements nécessaires à ces troupes n'est pas assuré d'une façon stable et régulière, leur situation peut devenir critique. Il n'y a pas à compter sur les ressources locales du pays, où le service de subsistances pour la population indigène elle-même n'est nullement assuré. A la suite de la cessation des envois par Takou, il faudra établir tout le service de transport des approvisionnements par la voie incomparablement plus longue de Chan-Haï-Kouan-Yangtsoun-Pékin ; ainsi la distance à parcourir pour les transports sera deux fois et demi plus grande (380 verstes

\* Près de Chan-Haï-Kouan.

contre 160 verstes) ; dans la même proportion augmenteraient les risques d'éventualités défavorables pouvant troubler la régularité des transports. Tant que la ligne de Chan-Haï-Kouan-Yangtsoun était entre les mains des Russes, et attendu que la transmission de cette ligne avait été effectuée entre les mains de nos autorités en vertu d'un ordre du jour à l'armée, c'est-à-dire qu'elle émanait du Comte de Waldersee, le Commandant-en-chef des troupes alliées pouvait être rassuré quant à l'utilisation régulière de cette ligne par toutes les troupes alliées.

"Par conséquent, il ne saurait actuellement non plus être question d'une remise quelconque de la ligne de Chan-Haï-Kouan-Yangtsoun aux Anglais, en écartant de cette affaire le Comte de Waldersee.

"C'est du Feld-Maréchal Comte de Waldersee que nous avons reçu l'administration du chemin de fer ; c'est seulement à sa disposition que nous pouvons la retourner et, certes, seulement par la même voie dans laquelle nous l'avons reçue, c'est-à-dire par un ordre du jour à l'armée, et à la condition que cet ordre du jour soit précédé d'un arrangement réciproque concernant la mise hors de vigueur de l'arrangement du 1<sup>er</sup> Octobre.

"Si les troupes Russes étaient restées dans la Province de Petchili avec les autres troupes alliées, toutes les prétentions des Anglais, que l'on consignât entre leurs mains le chemin de fer, auraient sans aucun doute été déclinées par nous, de même que par le Comte de Waldersee, et nous aurions conservé l'administration de la ligne, dans l'intérêt de toutes les troupes alliées.

"La situation se présente autrement maintenant que nos troupes évacuent la Province du Petchili et que, sauf de petits postes sur certains points, nous nous bornerons à laisser une garnison à Chan-Haï-Kouan. Dans ces conditions, l'exploitation et surtout la protection de la ligne ne sont plus du tout désirables pour nous. C'est pourquoi nous avons prié nous-mêmes le Comte de Waldersee de nous affranchir des obligations de protéger et d'exploiter le chemin de fer jusqu'à Yangtsoun, obligations que nous avons assumées en vertu de l'Arrangement du 1<sup>er</sup> Octobre et qui ont été confirmées par un ordre du jour à l'armée.

"Nous avons déjà exprimé le désir qu'il soit pris de nos mains livraison de la ligne le 1<sup>er</sup> Janvier, 1901, au plus tard ; mais rien ne s'opposerait à ce qu'on en prit livraison avant cette date si le Comte de Waldersee le désirait.

"Il reste encore à examiner sur quoi se basent les prétentions de la presse Anglaise pour considérer le chemin de fer de Yangtsoun-Chan-Haï-Kouan comme appartenant à l'Angleterre. Cette ligne ne saurait être considérée comme propriété des Anglais. Il est vrai qu'une partie considérable des fonds employés pour sa construction sont Anglais et que les Chinois ont fourni garantie d'intérêt sur le capital Anglais affecté à la construction de la ligne ; l'administration supérieure du chemin de fer, jusqu'à l'explosion des troubles en Chine, était entre les mains d'Anglais ; mais, malgré tout cela, la ligne elle-même n'était pas Anglaise, mais restait Chinoise. Si le Comte de Waldersee, après avoir reçu de nous le chemin de fer, le remettait aux Anglais, même alors la ligne ne deviendrait pas Anglaise.

"Cependant, au commencement de Novembre le Général Anglais Barrow, envoyé par le Comte de Waldersee seulement pour disposer les cantonnements d'un détachement Anglais qui lui était confié dans le rayon du dit chemin de fer, avait sans en avoir reçu l'ordre du Feld-Maréchal, sommé le Commandant des troupes Russes de lui livrer le chemin de fer.

"En récapitulant ce qui précède, on peut formuler les conclusions suivantes :—

"1. Les Anglais ne peuvent pas être reconnus comme propriétaires du Chemin de Fer de Yangtsoun-Chan-Haï-Kouan, mais au point de vue financier l'Angleterre a plus que toute autre Puissance, une fois que les troupes alliées auront évacué la Province de Petchili, droit à un contrôle financier sur la ligne et même à la réintégration de l'ancienne administration supérieure Anglaise de ce chemin de fer, telle qu'elle avait existé jusqu'à l'explosion des troubles. Dès le commencement de Juin, les Anglais avaient revendiqué leurs droits auprès des Commandants des troupes alliées, mais jusqu'à présent ces revendications ont été écartées, principalement pour des considérations d'ordre militaire, car, tant que duraient les opérations militaires, les Anglais ne disposaient pas de moyens suffisants pour protéger le chemin de fer, réparer les parties détruites et établir une exploitation régulière.

"2. L'occupation préalable de la section de Tongkou-Tien-tsin par des troupes Russes a eu lieu non seulement avec l'assentiment des Amiraux qui commandaient les troupes alliées, mais encore parce qu'elle était imposée par des besoins militaires, car seules les troupes Russes pouvaient s'acquitter durant les mois de Juin, Juillet, et Août de la tâche difficile de réparer, protéger, et exploiter la ligne.

"Il est vrai que l'occupation de la section de Tongkou-Chan-Haï-Kouan a été faite par les troupes Russes, mais l'ordre de maintenir toute la ligne de Yangtsoun-Tongkou-Chan-Haï-Kouan entre les mains des Russes, de la faire réparer et exploiter par les troupes Russes émanait du Feld-Maréchal Comte de Waldersee, et les Anglais se sont soumis à cet ordre.

"3. Durant la période la plus difficile, au plus fort des opérations militaires, les troupes Russes ont rétabli les communications par chemin de fer entre Tien-tsin et Yangtsoun ; c'est seulement grâce aux opérations énergiques des troupes Russes que l'on a réussi à sauver de la destruction la ligne de Tongkou-Chan-Haï-Kouan ; durant cinq mois nous avons construit à nouveau presque 100 verstes de voie sur ces lignes ; quant à la réparation des dégâts subis par la ligne, elle sera terminée dans le courant de ce mois. On ne peut pas non plus considérer comme insignifiantes les dépenses effectuées par nous et qui, comme il vient d'être exposé, ont atteint le chiffre de 450,000 roubles.

"4. L'assertion des journaux Anglais, comme quoi la question de la remise aux Anglais du Chemin de Fer de Yangtsoun-Chan-Haï-Kouan n'entrerait pas dans la sphère d'action du Comte de Waldersee, est entièrement erronée. Cette ligne, qui nous a été confiée par le Comte de Waldersee, ne sera pas livrée par nous aux Anglais ; elle sera mise à la disposition du Comte de Waldersee et il dépendra ensuite de lui de décider à qui d'autre qu'aux Russes cette ligne sera remise."

(Translation.)

"THE "Messenger Officiel" and the "Invalide Russe" publish to-day the following communication:—

"A great many articles devoted to the consideration of the operations of our troops in the Province of Pechili with regard to the Yang-tsun-Shanhaikwan Railway have appeared lately in the foreign newspapers, notably in the English press.

"The general opinion to be derived from the utterances of the English press may be summarized as follows:—

"1. The Yang-tsun-Shanhaikwan Railway belongs to England ;

"2. The Russians have taken possession of this line without having any right to do so, and they should in consequence hand it over immediately to the English, who are its owners ;

"3. Whilst they administered the line, the Russians did nothing to repair the damage suffered by the line, and have spent hardly anything with this object ;

"4. The restoration of the line to the English is absolutely outside Count von Waldersee's sphere of action.

"In view of the fact that even so serious an organ as the 'Times' qualifies as 'monstrous' and 'perfidious' our proceedings with regard to the Yang-tsun-Shanhaikwan Railway, it is useful to point out under what conditions the difficult task of repairing the line in question, when destroyed by the Chinese, and of protecting and working it fell to the Russian troops.

"On the capture of Taku on the 4th June, our troops had occupied the Station of Tongku. Then when our detachment advanced, under the orders of General Stössel, from the 8th to the 11th June, with the co-operation of an entirely insignificant number of troops landed by the Allies, we took the Tongku-Tien-tsin line after a sharp fight. At this difficult moment, we alone had railway troops at our disposal in the sphere of military operations, and it consequently fell to their lot to repair the railway, which had suffered serious damage. It is true that the direction of these works had been entrusted at the outset by the Council of Admirals to the American Captain Wice, but as the latter had not the necessary means at his disposal, the Council of Admirals, summoned to give a decision as to Admiral Seymour's proposal that the line should be handed over to the former management (which was Anglo-Chinese), judged it indispensable that the entire Tongku-Tien-tsin line should be handed over to our control. Thanks to the energetic prosecution of the works for a month the line was opened throughout its entire length on the 7th July.

"After the taking of Peking, the task also fell to us of continuing the railway works up to that point.

"On the departure of our troops from Peking, we handed back to the allies the section of the line between Peking and Yang-tsun.

"Having occupied Peitang on the 7th September, Admiral Alexeieff caused the detachment under General Tserpitsky, composed exclusively of Russian troops, to



advance towards Lutai and further on Shanhaikwan; this detachment, operating with great energy, and meeting resistance in some places, traversed, partly on foot and partly by making use of the trains, 200 versts of the line, took possession of it and reached Shanhaikwan only one day after the arrival of the expeditionary force of the allies, who had entered the place without striking a blow. In the opinion of Admiral Alexeieff, who is an authority on the subject, Shanhaikwan capitulated without offering any resistance, solely because the Chinese had received exaggerated reports of the forces at the disposal of General Tserpitsky; this opinion is further confirmed by the correspondence exchanged between an official who was attached to General Tserpitsky and the authorities at Shanhaikwan.

"Thus it was solely owing to the efforts and to the valour of the Russian troops, and to the energy displayed by their Commander, that the section of the line between Tongku and Tien-tsin was preserved from destruction by the Boxers and Chinese troops. By an order issued by Count Waldersee to the entire army, the line from Yang-tsun to Shanhaikwan was handed over to our control. The English also submitted to Count Waldersee's decision, having been charged in turn, by Count Waldersee's order, with the administration of the Port of Chinwangtao.\*

"Further, the order which assigned to us the line from Yang-tsun to Shanhaikwan had been preceded by an Arrangement concluded in writing with the Field-Marshal on the 1st October, which imposed upon us certain obligations for the repair of certain sections of the line which had been destroyed, as well as for working and protecting it. The success of the repairs on the railway and—which is more important—the satisfactory working of the line were entirely assured by the excellent qualities of our railway troops, who were most efficient in their special line. These troops had been taken direct from the Ussuri Railway, where they had been employed on every kind of work. Success was further assured by the fact that Colonel Keller, Director of the Ussuri Railway, a talented and energetic engineer, who had acquired a great experience in regard to railways, not only in Ussuri, but also on the Transcaspian line, was placed at the head of the enterprise. It is evident that, under these circumstances, in the opinion of Count Waldersee, the maintenance of the Yang-tsun-Shanhaikwan line in our hands guaranteed the safety of the allied troops, from a military point of view, in the best manner possible.

"The damage done to the line was of such a serious nature that our troops were obliged, up to the 1st November, to construct almost entirely anew 53 versts on the Tongku and Tien-tsin section and 45 versts on the Tongku and Shanhaikwan section. Further, it was necessary to effect very extensive serious repairs throughout the entire length of the line. By the 15th November the rails were already laid on the entire Tongku to Shanhaikwan section, and at the end of the same month traffic was going on throughout the whole extent of the section, with the aid of a temporary bridge thrown over one of the rivers which the line crosses. Finally, on the Tongku-Shanhaikwan section we constructed afresh 70 versts of railway, repaired a large iron bridge, proceeded to reconstruct entirely four bridges, and to build all the top part of eight bridges, and we are about to complete one bridge with an arch of 120 sagues (1 sagene = 7 feet) across the Peitang, and two bridges across the navigable canals; in fact, altogether about a verst of bridge works have been constructed. Four stations which had been completely destroyed have been rebuilt, and a water supply has been provided for the station of Lutai; finally, the telegraph has been re-established. And all these works were carried out under the eyes of the enemy, in spite of frequent attacks on the line and of the fact that it was in places mined by the Chinese.

"We have administered the Pechili Railways (as far as Yang-tsun) for almost five months. Beyond the large amount of work furnished by our troops, we have spent about 300,000 roubles on repairs to the railway, and 150,000 roubles on working it. The personnel of our railway detachments has displayed extraordinary energy in the working of the line; it provided for the transport of many thousand men and many hundred thousand poods of supplies, without a single case of derailing or of personal accident, and without a single complaint being received from the allies. The guarding of the railway was carried out with such vigilance that none of the attempts at destroying the line succeeded.

"What we have just said shows on what a firm foundation our administration of the Yang-tsun-Shanhaikwan line rests.

"Now that the port of Taku is ice-bound all supplies will have to be forwarded to the port of Chingwantao, which is open all the year round, and will have to be

\* Near Shanhaikwan.

transported from there by the Yang-tsun-Shanhaikwan-Peking Railway. Thus, during the winter, all this line will form, until the reopening of the navigation of the Peiho, the principal vital artery of the allied army under Count Waldersee's command. If the transport of all the reserve of supplies which are necessary to these troops is not assured in a stable and regular manner, their situation may become critical. The local resources of the country, where the means of subsistence of the natives is by no means assured, cannot be counted upon. When transmission viâ Taku ceases, it will be necessary to establish the transport of provisions by the incomparably longer route viâ Shanhaikwan-Yang-tsun and Peking. Thus, the distance to be traversed by the transport will be  $2\frac{1}{2}$  times greater (380 versts against 160 versts); in the same proportion the risks which might interfere with the regularity of the transport will be augmented. So long as the Shanhaikwan-Yang-tsun line was in the hands of the Russians, and seeing that it had been handed over to our authorities by an army order issued by Count Waldersee, the Commander-in-chief of the allied forces could feel assured of its regular utilization by all the allied forces.

"Consequently, also, there could not be any question of returning the Shanhaikwan-Yang-tsun line in any way to the English without reference to Count Waldersee.

"It was from Field-Marshal Count Waldersee that we received the control of the railway; it is only by his orders that we can hand it back, and, assuredly, only by the same channel by which we received it—that is, by an army order, and on condition that this order be preceded by a reciprocal Arrangement for cancelling the Arrangement of the 1st October.

"If the Russian troops had remained in the Province of Pechili with the other allied troops, the pretensions of the English that the line had been entrusted to them would have been doubtless set aside by us, as well as by Count Waldersee, and we should have retained the administration of the line in the interest of all the allied troops.

"The situation has a different complexion now that our troops are evacuating the Province of Pechili, and that, with the exception of small posts at certain points, we shall confine ourselves to leaving a garrison at Shanhaikwan. Under these conditions the working, and above all, the protection of the line, are no longer desirable for us. And therefore we ourselves have requested Count Waldersee to free us from the obligation of protecting and working the railway as far as Yang-tsun, an obligation which we took upon ourselves in virtue of the Arrangement of the 1st October, and which was confirmed by an army order.

"We have already expressed the wish that the line should be handed over by us on the 1st January, 1901, at latest; but there is no reason why we should not hand it over before that date, if Count Waldersee wished it.

"We have still to consider on what foundation the pretensions of the English press that the Yang-tsun-Shanhaikwan line may be considered to belong to England rest. This line could not possibly be considered the property of the English. It is true that a considerable part of the funds devoted to its construction are English and that the Chinese guaranteed the interest on English capital devoted to the construction of the line; the higher administration of the line, up to the moment of the outbreak of the troubles in China, was in the hands of the English; but in spite of that fact, the line itself was not English but remained Chinese. If Count Waldersee, after receiving the line from us, returned it to the English, even then it would not become English. Yet, at the beginning of November, the English General Barrow, sent by Count Waldersee only to arrange for cantonments for an English detachment which was placed in his charge in the district of the said railway, had, without having received any orders from Count Waldersee, summoned the Commander of the Russian troops to hand over the railway to him.

"By recapitulating what precedes, the following conclusions may be arrived at:—

"1. The English cannot be recognized as owners of the Yang-tsun-Shanhaikwan Railway, but from the financial point of view England has, more than any other Power, once the allied troops have evacuated the Province of Pechili, a right to a financial control over the line, and even to the restoration of the former higher English administration of this railway, such as it existed before the outbreak of the troubles. By the beginning of June, the English had brought their claims to the notice of the Commanders of the allied troops, but up to the present these claims have been set aside, principally owing to military considerations, for, as long as the military operations lasted, the English had not at their disposal sufficient means for the protection of the railway, for repairing the parts which had been destroyed, and for establishing the regular service.

"2. The former occupation of the Tongku-Tien-tsin section by the Russian troops took place not only with the assent of the Admirals who commanded the allied troops, but because it was imposed by military necessities, for the Russian troops alone could, during the months of June, July, and August, acquit themselves of the difficult task of repairing, protecting, and working the line.

"It is true that the Russian troops effected the occupation of the Tongku-Shanhaikwan section, but the order to keep all the Yang-tsun-Tongku-Shanhaikwan line in the hands of the Russians and to have it repaired and worked by Russian troops emanated from Field-Marshal Count Waldersee, and the English submitted to this order.

"3. During the most difficult period, at the critical moment of the military operations, the Russian troops re-established railway communication between Tien-tsin and Yang-tsun; it is entirely due to the energetic operations of the Russian troops that the Tongku-Shanhaikwan line was saved from destruction; in five months we constructed anew almost 100 versts of railway on these lines; as to the repair of damages suffered by the line, it will be completed during the current month. Nor can we consider as insignificant the expenses incurred by us, which, as we have just shown, have reached the figure of 450,000 roubles.

"4. The assertion made in the English papers, to the effect that the question of the return to the English of the Yang-tsun-Shanhaikwan Railway would be outside Count Waldersee's sphere of action is entirely erroneous. This line, which was intrusted to us by Count Waldersee, will not be delivered over to the English by us; it will be placed at Count Waldersee's disposal, and it will afterwards rest with him to decide to whom, other than the Russians, this line will be handed over."

## No. 90.

*The Marquess of Lansdowne to Sir E. Satow.*

(Telegraphic.)

*Foreign Office, December 20, 1900.*

SEIZURE of land belonging to Northern Railway by Russians at Tien-tsin.

Your telegram of the 17th December.

The British and Chinese Corporation state that the land alluded to by Acting Consul-General, Tien-tsin, is, by clause 3 of Loan Agreement of 1899, included in mortgage to bondholders.

## No. 91.

*Sir E. Satow to the Marquess of Salisbury.—(Received December 24.)*

My Lord,

*Peking, October 30, 1900.*

I HAD the honour to telegraph to your Lordship, this day reporting that I had received a note from M. Joostens, the Belgian Minister, to the effect that an agreement had been made between the Engineer-in-chief of the Peking-Hankow Railway and the Representatives of the German and Russian forces to supply material, at cost price, for the repair of the line between Peking and the sea; the Railway Company to receive in return:

1. When the work of reconstruction has been executed, one train per diem for the transport of rolling-stock;

2. When the repairs of the Fengtai and Poating line are completed, construction material to be carried from Tongku to Fengtai at a reduction of 50 per cent.; and

3. Goods carried over their line, on account of the Peking-Tien-tsin Railway, to enjoy a similar reduction of 50 per cent.

I have the honour to forward herewith copy of the Belgian Minister's note, as well as of the reply which I have this day returned to it.

I have, &c.

(Signed) ERNEST SATOW.

## Inclosure 1 in No. 91.

*M. Joostens to Sir E. Satow.*

M. le Ministre,

*Légation de Belgique, Pékin, le 28 Octobre, 1900.*

J'AI l'honneur de porter à la connaissance de votre Excellence qu'en vue de contribuer, dans toute la mesure possible, au rétablissement des communications par le chemin de fer entre Pékin et la côte, M. Jadot, Ingénieur-Contrôleur de la ligne Pékin-Hankow, vient, à la demande des autorités militaires Russes et Allemandes actuellement occupées à la réparation des voies, de mettre à la disposition des dites autorités tout le matériel de voie dont la Société du Chemin de Fer de Pékin à Hankow disposait dans ses magasins de Tangku, Hangkow, et Hanyang.

Cette cession a été faite exclusivement en vue de faire acte de solidarité et sans aucune préoccupation commerciale, tout le matériel étant cédé au prix de revient.

Afin de tenir un certain compte du dommage que subira notre Société par suite du retard ainsi apporté à ses travaux, il a été convenu à Tien-tsin, entre M. le Colonel de Keller, de l'armée Russe, et M. le Major von Baur, de l'armée Allemande, d'une part, et M. Jadot, d'autre part, que, lors de l'exécution des travaux de reconstruction de notre ligne, il sera mis chaque jour à notre disposition un train complet pour le transport de notre matériel roulant. De plus, quand les réparations de la ligne Fengtai-Paoting seront terminées, tous les matériaux destinés à notre ligne seront transportés de Tangku à Fengtai, moyennant une réduction de 50 pour cent sur les tarifs ordinaires. De même, les marchandises transportées sur notre ligne pour le compte de la ligne Tien-tsin-Pékin jouiront d'une semblable réduction de 50 pour cent.

En portant ce qui précède à la connaissance de votre Excellence je la prie d'agréer, &c.

(Signé) JOOSTENS.

(Translation.)

M. le Ministre,

*Belgian Legation, Peking, October 28, 1900.*

I HAVE the honour to acquaint your Excellency that, with a view to contributing in every possible way to the re-establishment of railway communications between Peking and the coast, M. Jadot, Chief Engineer of the Peking-Hankow line, has, at the request of the British and German military authorities at present engaged in repairing the lines, just placed at the disposal of those authorities all the railway material in the possession of the Peking-Hankow Railway Company in their stores at Tongku, Hankow, and Hanyang.

This cession has been made exclusively as a proof of solidarity, and is not prompted by any commercial considerations, all the material being ceded at cost price.

With a view to keeping an account of the loss which will be sustained by our Company in consequence of the delay to which the works will be subjected, an agreement has been come to at Tien-tsin between Colonel de Keller, of the Russian army, and Major von Baur, of the German army, on the one hand, and M. Jadot, on the other hand, to the effect that, when the reconstruction works of our line are begun, one complete train shall be placed every day at our disposal for the transport of our rolling stock. Moreover, when the repairs on the Fengtai-Paoting line shall be finished, all the materials destined for our line shall be transported from Tongku to Fengtai at a reduction of 50 per cent. on the ordinary tariffs. Similarly, the goods transported on our line for the benefit of the Tien-tsin-Peking line shall be granted a reduction of 50 per cent.

In acquainting your Excellency with the above, I beg, &c.

(Signed) JOOSTENS.

## Inclosure 2 in No. 91.

*Sir E. Satow to M. Joostens.*

M. le Ministre,

*Peking, October 30, 1900.*

I HAVE the honour to acknowledge the receipt of your Excellency's letter of the 28th instant and to state in reply that Her Majesty's Government reserve all the rights of the British bondholders under their Contract with the Chinese Government.

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I would further point out to your Excellency that, as the British military authorities have protested against the arrangements made between the German and Russian military authorities for the repair and working of the line between Shanhaikwan and Peking, I feel compelled, as far as in my power, to maintain that protest.

I avail, &c.  
(Signed) ERNEST SATOW.

No. 92.

*Sir E. Satow to the Marquess of Salisbury.—(Received December 24.)*

My Lord,

*Peking, November 3, 1900.*

WITH reference to previous correspondence respecting the occupation of Shanhaikwan by the Russian troops, I have the honour to transmit herewith copy of a despatch and its inclosures from Her Majesty's Consulate, Newchwang, with regard to the seizure by the Russians of the Ying Kow terminus of the Chinese railway, and of a quantity of material belonging to the British and Chinese Corporation. The last is evidently the same incident as that reported in my two telegrams of the 30th ultimo and the 1st instant, Jardine, Matheson, and Co., therein spoken of as the owners, are in fact the representatives of the Corporation in question.

I have, &c.  
(Signed) ERNEST SATOW.

Inclosure 1 in No. 92.

*Consul Fulford to Sir C. MacDonald.*

Sir,

*Newchwang, October 10, 1900.*

I HAVE the honour to inclose copies of correspondence, with regard to the occupation of the Ying Kow terminus of the Chinese Railway by the Russians.

I have communicated to Mr. Rigby my correspondence with the Russian Administrator.

I have, &c.  
(Signed) H. E. FULFORD.

Inclosure 2 in No. 92.

*Mr. E. H. Rigby to Consul Fulford.*

Dear Mr. Fulford,

*Newchwang, October 6, 1900.*

THE Russian flag under guard of some 50 to 100 soldiers and sailors was hoisted this morning at daybreak over the property of the Imperial Chinese Railway at this, the Ying Kow terminus, and my watchmen were told to go away. I should be glad to know what is the reason of this move and hope that you will point out to the Russian authorities that Britishers have a large interest in the Imperial Chinese Railway property and that their occupation of this terminus seems unwarrantable, not having been necessitated by any disturbance in the neighbourhood.

I should like to point out that I was not informed in any way of their intention to hoist their flag and presume that you were treated in like manner, as I have not heard from you on the subject.

The Russians should leave the property (which has not been built into the railway) alone, and pay to me as representative of the bondholders for any material which they may take.

Yours, &c.  
(Signed) E. H. RIGBY.



## Inclosure 3 in No. 92.

*Consul Fulford to M. Ostroverkhov.*

Sir,

*Newchwang, October 8, 1900.*

I AM informed that on the morning of the 6th instant the Ying Kow terminus of the Shanhaikwan Railway was taken possession of by a Russian force and the Russian flag hoisted over the buildings.

Mr. E. H. Rigby was in charge of the property in the interests of the British and Chinese Corporation, which has lent the Chinese Government the money to build the line. No notice was given him of the intention of the Russian authorities to seize the terminus. His Chinese watchmen were summarily turned off the premises by the Russian soldiers.

I have the honour to request that you will inform me of the reason for the seizure of the terminus by the Russian forces, and of the intentions of the Russian authorities as to the line and the railway property.

It is reported to me that there is a large quantity of railway material at this terminus landed by the British and Chinese Corporation, for which they have not yet received payment.

I have, &c.  
(Signed) H. E. FULFORD.

## Inclosure 4 in No. 92.

*Mr. E. H. Rigby to Consul Fulford.*

*Imperial Chinese Railway Administration,  
Newchwang, October 9, 1900.*

Dear Mr. Fulford,

ON thinking the matter over, I consider we have very good grounds for protesting should the Russians desire to appropriate any material belonging to the Imperial Chinese Railway for use on the Russian line.

Although the portion of the Imperial Chinese Railway this side of Shanhaikwan is not mortgaged to Britishers, the value of the mortgage on the line inside the wall is largely influenced by the early completion of this section, which will act as a feeder. The material on the other side of the river will all be required to complete the line, and should any of it be taken away, it would cause serious delay in its renewal.

Yours, &c.  
(Signed) E. H. RIGBY.

## Inclosure 5 in No. 92.

*M. Ostroverkhov to Consul Fulford.*

*Imperial Russian Provisional Civil Administration,  
Newchwang, October 9, 1900.*

Sir,

IN reply to your letter of yesterday's date, I have the honour to inform you that the Newchwang terminus of the Imperial Chinese Railway was occupied by the Russian troops on the 6th instant, under instructions received from the high Russian military authorities.

I presume that this order was given in connection with the general plan adopted for the prevention of this Railway being destroyed by the rebels.

As to the material stowed on the north bank of the river, strict orders have been given to guard the same intact, until the settlement of the whole question.

I have, &c.  
(Signed) A. OSTROVERKHOW,  
Civil Administrator.

## No. 93.

*Lieutenant-General Sir A. Gaselee to Lord G. Hamilton.—(Communicated by India Office, December 29.)*

(Telegraphic.)

*Peking, December 29, 1900.*

DRAFT Convention between Field-Marshal Commander-in-chief and the Russians has been submitted for my opinion. Convention is purely military, and in nowise prejudices political or financial claims. According to its terms, whole line of railway, including materials and workshops, from Peking to Shanhaikwan, will be handed over to German head-quarters; Russia reserving such portions of Shanhaikwan station yard as are required to work railway line thenceforward to Newchwang, also materials, workshops, &c., of so-called Bridge works, Shanhaikwan. An equal division to be made of rolling-stock on the entire line—Peking to Newchwang. All past expenditure incurred by Russians to be adjusted separately with each Power, according to transport given to each.

I am suggesting in reply to Field-Marshal retention of larger proportion rolling-stock, and that Bridge works be handed over, on condition of every facility for repair of Newchwang section being given to Russians. Mr. Rickett, of the Peking Railway Administration, reports that Bridge works have already been entirely cleared out by the Russians. I do not propose to raise the question of the Newchwang section, as political rights reserved,

(Addressed to Secretary of State for India. Repeated to Military Department.)

## No. 94.

*The Marquess of Lansdowne to Sir C. Scott.*

Sir,

*Foreign Office, December 29, 1900.*

YOU have forwarded to me, in your despatch of the 17th instant, the French translation, published by the "Journal de Saint-Petersbourg," of a communiqué which appeared in the "Invalide Russe" of the 16th instant, respecting the action of the Russian military authorities in regard to the railways in Pechili. I take it that this statement is to be regarded as the Russian official view of the question.

It is not necessary that you should offer any comments to Count Lamsdorff unless he should refer to the communiqué in conversation with your Excellency; but in case you should not have fully in mind the inaccuracy of many of the statements which it contains, I think it well to bring them to your notice, so that you may be prepared to refute them should you find it requisite to do so in the course of your interviews with the Russian Minister for Foreign Affairs.

I leave aside the various statements in the British press which are the subject of criticism in the communiqué, for with them Her Majesty's Government are not concerned, and I will confine myself to pointing out to your Excellency the misapprehensions as to the facts under which the author seems to have laboured.

(a.) It is stated in No. 1 of the conclusions formulated at the end of the communiqué that Great Britain claims a right to the financial control of the Yangtsun-Shanhaikwan Railway and to the reinstatement of the former British Administration, as soon as the allied troops shall have evacuated the Province of Pechili; but that the claims advanced ever since June by the British authorities to take over the line were set aside by the allied Commanders, principally because the means at the disposal of the British were not sufficient to protect and restore it and to re-establish communications.

The latter part of this statement is misleading.

Even admitting, for the sake of argument, that the British military authorities did not dispose of sufficient force to protect and restore the line and to re-establish traffic on it single-handed, there was no justification for their exclusion from participation in the work.

The Russian General, however, gave no definite answer to the offer of assistance in repairing line north of Tien-tsin made by the British General, and even went so far as to protest formally against the repair of the line from Fengtai to Yangtsun by British troops.

Her Majesty's Government, however, do not admit that the British authorities could not have provided for the repair of the line.

Mr. Kinder's Administration was ready at any moment to furnish a staff and native workmen accustomed to the work, who would, it may be presumed, have been far more capable of carrying the task to an expeditious conclusion than Russian troops. In any case, the fact (of which Her Majesty's Government have no knowledge) of the allied Commanders having rejected the British claim to undertake single-handed the repair of the line did not justify the Russians in taking in hand the work without the authorization of the allied Commanders.

(b.) The second conclusion, after referring to the occupation of the Tongku-Tien-tsin section of the line with the assent of the majority of the allied Admirals, states that the Tongku-Shanhaikwan section was also occupied by Russian troops, but that "the order to maintain the whole line from Yangtsun to Shanhaikwan in the hands of the Russians emanated from Count Waldersee, and that the English submitted to the order." In the body of the communiqué reference is made to the Arrangement concluded on the 1st October between Count von Waldersee and the Russian Commander, imposing on the latter certain obligations in connection with the line.

The impression which it is sought to convey by the above statements is altogether erroneous.

It is true that a majority of the Council of Admirals intrusted to Russian troops the repair and protection of the Tongku-Tien-tsin section, but the subsequent occupation by Russian troops, towards the end of August, of the line north of Tien-tsin was entirely unauthorized, and it was distinctly announced by the Russian General that the Tongku-Shanhaikwan section of the line was occupied by the Russians "by right of conquest."

The Army Order of Field-Marshal Count von Waldersee merely recognized a state of affairs already created by the unauthorized action of the Russian Commanders, and to intimate that such action was due to his orders is inaccurate. It is needless to say that an arrangement made between Count von Waldersee and the Russian Commander without the concurrence of the British authorities, and which affected to deal with British financial interests, could not be held to be binding on Her Majesty's Government.

(c.) Credit is claimed in the third conclusion for the re-establishment of communication between Tien-tsin and Yangtsun; and the protection of the Tongku-Shanhaikwan section from destruction is stated to be entirely due to the energy displayed by the Russian troops.

With regard to this, it is hardly necessary to point out that the question is not whether the Russians have done their work well, but whether the work would not have been equally well—if not better—done by the competent staff of those financially interested. It may, at any rate, be taken for granted that the proceedings would not have been retarded by their co-operation.

(d.) The fourth conclusion confutes assertions, attributed to the British press, that Count Waldersee's sphere of action does not include the disposal of the railways, and states that the Yangtsun-Shanhaikwan Railway will not be handed over to the British, but to Count Waldersee, who will then decide to whom it shall be intrusted.

Her Majesty's Government have never advanced any such assertion, and have never disputed Count Waldersee's authority to make such arrangements with regard to the railways as might, in his judgment, be required for military purposes. What Her Majesty's Government contend is that the repair and working of the line by Mr. Kinder's Administration, and under military control, would have been the most natural course to follow, as well as the fairest towards the bondholders.

Her Majesty's Government recognize the difficulties which have beset the question, and the desire shown by Count Lamsdorff to promote a friendly settlement; but they regret the publication of a communication so inaccurate in detail and so misleading in its general tendency.

I am, &c.  
(Signed) LANSDOWNE.

No. 95.

*Sir E. Satow to the Marquess of Lansdowne.—(Received December 31.)*

(Telegraphic.)

*Peking, December 30, 1900.*

REFERRING to your Lordship's telegram of the 4th December, Her Majesty's Consul-General at Tien-tsin has been informed by Mr. Burt, the Engineer-in-chief of the Chinese Engineering and Mining Company, that the Russians are systematically removing stores, including machines not yet installed, parts of machines, iron, timber, tools, &c., from the railway works at Tongshan. On the 14th December General Reid lodged a protest against the removal of stores.

At Shanhaikwan the Bridge Works stores, which were filled with 50,000*l.* worth of material required for working and repairing the railway, are now completely empty.

I have sent your Lordship full details by post, as contained in a despatch of the 26th December from Her Majesty's Consul-General at Tien-tsin.

No. 96.

*British and Chinese Corporation to Foreign Office.—(Received January 2.)*

Sir,

*3, Lombard Street, London, January 2, 1901.*

THROUGH the Hong Kong and Shanghai Banking Corporation we have been furnished with the substance of a telegram from Major-General Gaselee, dated Peking, the 29th December, from which we learn with surprise and alarm that by the draft of a Convention between Count Waldersee and the Russians it is proposed by the latter that they should retain possession of the Shanhaikwan-Newchwang portion of the Peking-Newchwang Railway, and also such portions of the station yard at Shanhaikwan as are required to work the extension to Newchwang together with workshops, &c., and that the Russians desire also an equal division of the rolling-stock on the entire line Peking to Newchwang.

It is stated that the Convention is purely a military one, and in nowise prejudices political or financial claims.

This Corporation cannot but regard, however, with grave concern the proposal of Russia to retain possession of the line beyond Shanhaikwan, and can see no justification whatever for their proposal to retain also one half of the rolling-stock of the entire line. The entire material of the whole line Peking to Newchwang is included in the security of the British bondholders, and the retention of a portion of the line and the claim to half the rolling-stock proposed by Russia it is not possible to view otherwise than as an act that would seriously prejudice the rights of the British bondholders. The Corporation therefore desire to respectfully protest against any recognition of acts so calculated to seriously affect the value of the security upon which the Railway Loan was negotiated.

We are, &amp;c.

(Per the British and Chinese Corporation, Limited),

(Signed) W. KESWICK, *Chairman.*

No. 97.

*Sir E. Satow to the Marquess of Lansdowne.—(Received January 3.)*

(Telegraphic.)

*Peking, January 2, 1901.*

I AM informed that there is apprehension on the part of our military authorities that, owing to the opposition of the Russian military authorities, there may be delay on the part of Russia in transferring the Peking-Shanhaikwan Railway to Germany.

The signatures have not yet been affixed to the Russo-German Convention, of which the terms were sent by telegraph to the India Office by the General Officer Commanding our troops.

The transfer of the line will not, it is sincerely to be hoped, be delayed longer than the 13th instant.

## No. 98.

*Lieutenant-General Sir A. Gaselee to Lord G. Hamilton.—(Communicated by India Office, January 3.)*

(Telegraphic.)

*Peking, January 2, 1901.*

GENERAL REID reports that removal from Bridge Works, Shanhaikwan, of railway plant and machinery continues. Railway traffic will run with the utmost difficulty if this goes on. Regarding Russian-German Military Convention, as Russians insist on retaining Bridge Works, I am suggesting insertion of clause. Transfer is temporary arrangement to enable Newchwang extension to continue working for military purposes, and subject to right to utilize works for the benefit of allies using main line of railway.

(Addressed to Secretary of State for India. Repeated to Military Department.)

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## No. 99.

*The Marquess of Lansdowne to Sir E. Satow.*

(Telegraphic.)

*Foreign Office, January 4, 1901.*

WITH reference to your telegram of the 2nd instant respecting the Russo-German Convention for the transfer of the Yangtsun-Shanhaikwan line, I have to state that, from all we hear, many of its provisions appear to us objectionable.

I have asked the German Government to instruct Count Waldersee not to sign the document until opportunity has been given to Her Majesty's Government to consider its terms which affect the British bondholder's interests.

Please telegraph the text of the Convention.

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## No. 100.

*Lieutenant-General Sir A. Gaselee to Lord G. Hamilton.—(Communicated by India Office, January 5.)*

(Telegraphic.)

*Peking, January 4, 1901.*

I PRESUME that you have received my previous telegrams of the 29th ultimo and 2nd instant, explaining that the Convention is purely military. I wrote to Field-Marshal Commanding-in-chief on the 2nd January regarding certain amendments in Convention. I said, at end of letter: "It must be clearly understood that my concurrence in Convention is subject to reservation of all political and financial rights over the whole line, and that I regard Convention as a purely temporary instrument during the military occupation of country." I have told him to-day that my concurrence is subject to approval of your Lordship. I deprecate further delay, and think immediate transfer of railway to the Field-Marshal, with reservations already made, most important.

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## No. 101.

*Sir E. Satow to the Marquess of Lansdowne.—(Received January 5.)*

(Telegraphic.)

*Peking, January 4, 1901.*

WITH reference to my telegram of the 30th December, the removal of materials, &c., from the Bridge works at Shanhaikwan by Russians continues, according to reports by British railway officials. The steam crane has been removed, and on the 29th December machinery and shafting out of the fitting department, &c., were being dismounted.

The larger portion of material has been removed to outside the Wall, but some is shipped from Shanhaikwan to Port Arthur.

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## No. 102.

*The Marquess of Lansdowne to Sir C. Scot'.*

(Telegraphic.)

*Foreign Office, January 6, 1901.*

WITH reference to Sir E. Satow's telegram of the 4th instant, you should ask for an explanation of the conduct of the Russian authorities in regard to the removal of materials, &c., from the Northern Railway, which, as reported to us, seems to involve a wholly unjustified interference with the permanent and necessary equipment of the railway line. Her Majesty's Government cannot admit that considerations of military convenience warrant such a measure of confiscation.

## No. 103.

*Sir E. Satow to the Marquess of Salisbury.—(Received January 7, 1901.)*

My Lord,

*Peking, November 13, 1900.*

WITH reference to my telegram of the 11th instant, I have the honour to transmit herewith copies of three despatches, with their inclosures, from the British Acting Consul-General at Tien-tsin, reporting the action of the Russian and Belgian Consuls in seizing land on the left bank of the Pei-ho.

Mr. Campbell's first despatch of the 8th instant incloses copy of the Circular from the Russian Acting Consul, M. Poppé, notifying that the Russian troops had seized the left bank of the river from the railway station to Messrs. Meyer's Petroleum Dépôt. In his Circular, M. Poppé states that the troops had "installed themselves by right of conquest," and that from the 23rd June the "land in question had become the property of the Russian troops by act of war."

In his second despatch of the 8th instant, Mr. Campbell forwarded copy of his reply to M. Poppé, sent after the receipt of my instructions to reserve the rights of British subjects on the land referred to.

In his third despatch of the 8th instant, Mr. Campbell incloses a copy of a Circular from the Belgian Consul, notifying that under instructions from his Legation he had occupied a kilometre of the left bank of the river, extending from the limits of General Linévitch's seizure southward.

I have this day instructed Mr. Campbell, by telegraph, to reply to the Belgian Consul in the same terms as in his note to the Russian Acting Consul.

I have, &amp;c.

(Signed) ERNEST SATOW.

## Inclosure 1 in No. 103.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, November 8, 1900.*

I HAVE the honour to inclose copy of a Circular letter which I, in common with my colleagues of the Consular Body, received at noon yesterday from M. Poppé, the Russian Acting Consul. I may explain briefly that the ground which, according to this document, General Linévitch considers to be the "property of the Russian troops" by right of conquest is practically the whole of the left bank of the river opposite the French, English, and German Concessions, a stretch of  $1\frac{1}{2}$  miles long by some 500 yards wide. It is particularly valuable by reason of the proximity of those Concessions and of the railway running from Tien-tsin to Tang-ku.

On my arrival here at the beginning of October my attention was drawn to the Russian flags planted along the opposite bank of the river, and I found a written complaint awaiting me from Messrs. Forbes and Co., that Russian flags and notice boards were placed on British-owned property, of which they are the agents, without their authorization. I sent the correspondence relating to this complaint to Sir Claude MacDonald. On the 3rd October, General Lorne-Campbell addressed me a letter objecting to obstruction from the Russian military authorities near the railway station, which letter I transmitted to Sir Claude MacDonald on

the 4th October, with the comment that up to then the question involved appeared to be a purely military one, and that I did not propose to take any action here without instructions from Peking. On the 25th October, Messrs. Butterfield and Swire informed me that land on the opposite bank belonging to their firm was marked with Russian flags, and on my referring their letter to the Russian Consul with a request for the removal of the flags, I was told that Messrs. Butterfield and Swire should apply directly to the Russian head-quarters in the matter. I instructed their agent to do so, and he informs me that he has had an inconclusive, though friendly, interview with Prince Wolkonsky, the Russian officer charged with these affairs, and that a definite reply is to be given him in another interview, which has been fixed for Monday, the 12th.

I have also gathered at various times from Lieutenant-Colonel Swann, the Assistant Adjutant-General, Lines of Communication, that he has had some unnecessary friction with the military authorities in connection with guards and flags temporarily placed across the river for military purposes, and altogether it is possibly due to British action generally that the Russian Commander-in-chief has taken the remarkable step taken notified in M. Poppé's Circular.

Whether General Linévitch's dictum, that this ground has become the property of Russian troops by right of conquest, has or has not a local basis, is not a question for my consideration, but I cannot let the occasion slip without pointing out that if operations for the defence of the foreign Concessions are here to become titles to property, the troops of other nations have claims to the land now seized by the Russian authorities. Personally, I hold that if any nationality has a claim more than others to any portion of the river bank immediately opposite this Concession, it is the British. It has become valuable in consequence of the capital sunk, mostly by British subjects, in the British Concession; parts of it are owned by British subjects, and other parts belong to the North China Railways, in which British capital is largely invested. It seems to be quite an inversion of the ordinary view of vested interests which can allow the Russian Government to take advantage of the present complications to acquire gratis a piece of land which British subjects have made valuable by forty years of effort.

I had the honour to telegraph the gist of M. Poppé's letter to you yesterday. I also proposed to reply to the Circular letter reserving British rights on the ground seized by General Linévitch, and specially refusing to permit the titles of British subjects, which are satisfactory to me, to be called in question by Russian authorities under any circumstances.

I have, &c.  
(Signed) C. W. CAMPBELL.

Inclosure 2 in No. 103.

*M. Poppé to Consuls at Tien-tsin.*

M. et cher Collègue,

*Tien-tsin, le 24 Octobre (6 Novembre), 1900.*

SON Excellence le Lieutenant-Général Linévitch, Commandant-en-chef du Corps Expéditionnaire Russe du Petcheli, me charge de vous faire part que comme le 4 (17) Juin, année courant, les troupes Impériales Chinoises se sont jointes aux émeutiers qui attaquaient les Concessions étrangères et la gare du chemin de fer occupée par les troupes Russes et que le 10 (23) les renforts Russes sont venus débloquent ces troupes, balayaient la rive gauche du Peiho depuis au-dessus de la gare du chemin de fer jusqu'au delà du dépôt de pétrole de MM. H. Meyer et Cie., et s'y sont installées par droit de conquête s'en étant emparé les armes à la main et au prix de sang Russe versé afin d'empêcher les Chinois d'y revenir recommencer à tirer sur les Concessions. Son Excellence considère tout cet espace compris depuis au-dessus de la gare du chemin de fer jusqu'au delà du dépôt de pétrole comme devenu à partir de ce jour (10 (23) Juin, année courante) propriété des troupes Russes par fait de guerre. Des pavillons Russes ont été plantés et des avis ont été affichés sur des planchettes placées en de nombreux endroits de ce territoire, qui a été occupé et patrouillé par les soins des autorités militaires Russes.

En conséquence son Excellence ne peut et ne pourra, à moins d'autorisation spéciale de sa part, reconnaître la moindre cession de terrains compris dans ce territoire, dont il a pris pleine et entière possession.

Il est bien entendu que les droits des propriétés qui auraient été dûment enregistrées au nom d'étrangers (autres que Chinois) avant le 4 (17) Juin, année courante, seront sauvegardés.

Veuillez, &c.  
(Signé) N. POPPÉ,  
Gérant le Consulat de Russie.

(Translation.)

Sir and dear Colleague, Tien-tsin, October 24 (November 6), 1900.

HIS Excellency Lieutenant-General Linévitch, Commander-in-chief of the Russian Expeditionary Corps in Pechili, instructs me to inform you that, as on the 4th (17th) June of this year the Imperial Chinese troops joined the rebels in attacking the foreign Concessions and the railway station occupied by Russian troops, and as on the 10th (23rd) Russian reinforcements relieved these troops, swept the left bank of the Peiho from above the railway station to beyond the petroleum depôt of Messrs. H. Meyer and Co., and occupied it by right of conquest, having seized it by force of arms and at the cost of Russian blood spilt in order to prevent the Chinese returning there and reopening fire on the Concessions. His Excellency therefore considers the whole of this space from above the railway station to beyond the petroleum depôt as property of the Russian troops from this day (10th (23rd) June of this year) by act of war. Russian flags have been planted and notices posted on boards placed at many points in this territory, which has been occupied and patrolled under orders of the Russian military authorities.

Consequently his Excellency cannot and will not be able to recognize any cession, unless with his special authorisation, of land included in this territory, of which he has taken full and complete possession.

It is of course understood that all proprietary rights, duly registered in the name of foreigners (other than Chinese) before the 4th (17th) June of this year, will be safeguarded.

I am, &c.  
(Signed) N. POPPÉ,  
Acting Russian Consul.

Inclosure 3 in No. 103.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir, Tien-tsin, November 8, 1900.

ON receipt to-day of your telegram approving the course suggested in my telegram of the 6th, I sent a note to my Russian colleague, copy of which I have the honour to inclose.

I have, &c.  
(Signed) C. W. CAMPBELL.

Inclosure 4 in No. 103.

*Acting Consul-General Campbell to M. Poppé.*

Sir and dear Colleague, Tien-tsin, November 8, 1900.

I HAVE the honour to acknowledge receipt of your Circular letter of the 6th November, in which you notify that Lieutenant-General Linévitch considers, for reasons specified by him, that the left bank of the Pei-ho from above the railway station to below Messrs. Meyer and Co.'s petroleum depôt is the property of Russian troops by right of conquest.

I am acquainting Her Britannic Majesty's Minister at Peking of your letter. In the meantime, I am instructed to reserve all British rights whatsoever on the land referred to by Lieutenant-General Linévitch.

With reference to the paragraph in your letter to the effect that rights of property which have been duly registered in the names of foreigners before the 17th June will be safeguarded, I am also instructed to state that I must decline specially to allow the titles of British subjects, which are satisfactory to me, to be called in question by Russian authorities under any circumstances. I avail myself of this opportunity to renew to you, &c.

(Signed) C. W. CAMPBELL.

Inclosure 5 in No. 103.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, November 8, 1900.*

I HAVE the honour to inclose a copy of a Circular letter received from the Belgian Consul informing me that, under instructions from his Legation at Peking, he has occupied a kilometre of the left bank of the Pei-ho extending from the limits of General Linévitch's seizure southward.

So far as I know at present there is no British property in the *terrain* mentioned, but it seems to me advisable in any case that I should, as soon as possible, make the same reservations to the Belgian Consul as I am making to-day to my Russian colleague.

I may mention that according to my present information but a small portion of the Russian and Belgian seizures are Chinese property.

I have, &c.  
(Signed) C. W. CAMPBELL.

Inclosure 6 in No. 103.

*Circular from the Chevalier de Melotte to Foreign Consuls at Tien-tsin.*

M. et cher Collègue,

*Tien-tsin, le 7 Novembre, 1900.*

J'AI l'honneur de porter à votre connaissance que, d'ordre de la Légation de Sa Majesté le Roi des Belges à Pékin, j'ai occupé à la date de ce jour un terrain situé vis-à-vis le bas de la Concession Allemande et s'étendant le long du fleuve depuis un point situé à environ 50 mètres en dessous du dépôt de pétrole de MM. H. Meyer et Cie. jusqu'à un autre point placé à environ un kilomètre plus bas.

Le terrain, borné sur les côtés par deux lignes droites, est limité à l'intérieur par la voie du chemin de fer à partir d'un croisement de route situé à environ un kilomètre trois quarts du rempart de terre, jusqu'à un autre point distant d'un kilomètre un quart environ, également situé au point d'intersection d'une route et de la même voie ferrée.

Le pavillon Belge a été planté sur ce terrain et des bornes en marquent les limites.

En conséquence j'ai l'honneur de vous faire part qu'aucune vente, cession, ou transmission de terrains compris dans ce territoire ne peuvent et ne pourront être reconnues comme valables.

Il est bien entendu que les droits de propriété qui auraient été dûment enregistrés au nom d'étrangers (autres que Chinois) avant la prise de possession seront sauvegardés.

Veuillez, &c.  
(Signé) Chevalier DE MELOTTE.

(Translation.)

Sir and dear Colleague,

*Tien-tsin, November 7, 1900.*

I HAVE the honour to inform you that, by order of the Legation of His Majesty the King of the Belgians at Peking, I occupied on this day a piece of land situated opposite the lower end of the German Concession, and running along the river from a point about 50 metres below Messrs. H. Meyer and Co.'s petroleum dépôt to another point about a kilometre lower down.

This piece of land, bounded at the sides by two straight lines, is limited inland by the railway line, starting at a crossing situated about  $1\frac{1}{2}$  kilom. from the earthen

rampart to another point about  $1\frac{1}{4}$  kilom. distant, and similarly situated at the point of intersection of the same railway line and a road.

The Belgian flag has been hoisted on this land, and boundary stones mark its limits.

I have consequently the honour to inform you that no sale, cession, or transfer of land comprised in this territory can now, or will be hereafter, recognized as valid.

It is, of course, understood that all proprietary rights, duly registered in the name of foreigners (other than Chinese) before the entry into possession, will be safeguarded.

I am, &c.

(Signed) Chevalier DE MELOTTE.

No. 104.

*Sir E. Satow to the Marquess of Lansdowne.—(Received January 7.)*

(Telegraphic.)

*Peking, January 6, 1901.*

WITH reference to your Lordship's telegram of the 4th January.

Translation of draft of Russo-German Railway Agreement is as follows :—

[Text forwarded in Sir E. Satow's despatch to Lord Lansdowne of the 8th January : see No. 142, *infra*.]

Following addition to second paragraph of Article 5 has been suggested by the British military authorities :

Instead of "Further the Russian military authorities" to "military requirements," read "that on demand of army head-quarters in case of military necessity, the Russian military authorities will help them as far as they can to the extent of two-fifths of the railway stock, which falls to their share on payment of the usual prices laid down in the Railway Traffic Agreement."

Three-fifths of the rolling-stock will fall to the army head-quarters if this suggestion is adopted.

No. 105.

*Sir E. Satow to the Marquess of Lansdowne.—(Received January 7.)*

(Telegraphic.)

*Peking, January 6, 1901.*

REFERRING to my telegram of the 6th instant :

I am informed by Colonel Grierson, who returned last night from Shanhaikwan where he has been on a tour of inspection, that the Germans have stationed men all along the line in readiness to take over immediately, and that every preparation for departure is being made by the Russian troops, of whom some squadrons of Cossacks have already left for Manchuria.

No. 106.

*Lieutenant-General Sir A. Gaselee to India Office.—(Communicated by India Office, January 7.)*

(Telegraphic.)

*Peking, January 7, 1901.*

COUNT WALDERSEE having interrogated Colonel Keller, Russian Railway Director, regarding report of removal from Bridge works of material, latter, who originally denied our report, now replies that, in accordance with instructions, he has removed material and machinery from both Tong Shan and Shanhaikwan on account of the requirements of line north of latter. He adds that he considers that he is within his rights, as he is responsible for the whole line of railway. Field-Marshal has telegraphed on the subject direct to Kouropatkine.

(Repeated Military Secretary, India.)



No. 107.

*Sir C. Scott to the Marquess of Lansdowne.—(Received January 8.)*

(Telegraphic.)

*St. Petersburg, January 8, 1901.*

YOUR telegram of the 6th instant.

I have just received a visit from M. Basily, who can give no explanation of the action of the Russian military authorities. He promises, however, to inquire, but he fears it will be impossible to find out anything until the return of Count Lamsdorff, who was to start from Livadia for St. Petersburg to-morrow.

I handed him a Memorandum containing the substance of Sir E. Satow's telegram, and of your instructions and remarks on the matter; and I seriously urged on him the great importance of immediately stopping the grave injury which was being done to the legitimate private interests of British subjects.

No. 108.

*Sir E. Satow to the Marquess of Lansdowne.—(Received January 10.)*

(Telegraphic.)

*Peking, January 9, 1901.*

GENERAL SCHWARZHOFF, Chief of Staff to Count von Waldersee, called on me to-day to represent, on behalf of the Field-Marshal, the urgent necessity for the immediate signing of the Convention, as military exigencies required some time for the transfer of the line to German troops. In order that the Convention might be signed to-day, he asked that we would withdraw any opposition. Paragraph 4 had been amended so as to give the army head-quarters three-fifths of the rolling-stock.

I communicated, in reply, the substance of your Lordship's telegram of the 4th instant, and promised to ask your Lordship to inform me of Her Majesty's Government's decision as soon as possible.

At the close of the interview, at which the German Minister was present, General Schwarzhoff said he was uncertain whether the Field-Marshal would consent to any further delay, though I urged him strongly to postpone the signature until such time as your Lordship's views had been ascertained.

No. 109.

*Sir E. Satow to the Marquess of Lansdowne.—(Received January 10.)*

(Telegraphic.)

*Peking, January 9, 1901.*

WITH reference to my telegram of the 28th November last year, I have to report that on the 6th January a Circular was issued by the Russian Consul to the Consular Body at Tien-tsin, announcing that a Concession on the left bank of the Peiho, the limits of which were marked by boundary stones, had been acquired by Russia, according to an Agreement between the Governments of Russia and China.

The stones marking the boundary extend along the river bank for  $2\frac{1}{2}$  miles up to the railway station eastward and up to the railway line southward.

The Russian Consul has acted, I am told by the Russian Legation, by his Minister's orders, and the Agreement with the Chinese Government was concluded through Li Hung-chang. The Russian Concession does not include Messrs. Butterfield and Swire's property.

On the 20th November the French Consul-General issued a notification extending the French Concession, and on the 28th December the Japanese issued a similar notice.

I am sending copies of them by post.

## No. 110.

*Sir E. Satow to the Marquess of Lansdowne.—(Received January 10.)*

(Telegraphic.)

*Peking, January 10, 1901.*

WITH reference to my telegram to your Lordship of the 9th instant, the Emperor of Russia has authorized the signature of the Railway Convention between Germany and Russia, according to a telegram from the Russian Minister for War received by the Field-Marshal.

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## No. 111.

*Sir C. Scott to the Marquess of Lansdowne.—(Received January 11.)*

(Telegraphic.)

*St. Petersburg, January 11, 1901.*

THE reply of the Russian Government to Mr. Hardinge's note of the 2nd November has just been received.

It states that the Ministry for Foreign Affairs can only refer to a communiqué from the Ministry of War, published in the Official Gazette, and containing explanations on the questions touched upon in the note from this Embassy. A French translation of this communiqué, which was forwarded to your Lordship in my despatch of the 17th December, 1900, accompanies the Russian note.

Count Lamsdorff is expected to arrive to-morrow from Livadia.

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## No. 112.

*Lord G. Hamilton to Lieutenant-General Sir A. Gaselee.—(Communicated by India Office, January 12.)*

(Telegraphic.)

*India Office, January 10, 1901.*

FROM military point of view, as well as in interests of proprietors, I consider that management of whole line within and without the Wall by Kinder would be the most advantageous arrangement; but we concur with the Field-Marshal that there should be no avoidable delay in obtaining the transfer of the Shanhaikwan-Yangtsun portion of the line; and I authorize you to concur in the Convention, if it be clearly understood and stipulated that the division of the control of the line and partition of rolling-stock and material are only temporary, and effected without prejudice to existing political and financial rights, and that all such rights are fully reserved on our part, and that the whole line Peking-Newchwang and all material will, as soon as active military operations are concluded, be restored to the representatives of the bondholders.

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## No. 113.

*Lieutenant-General Sir A. Gaselee to India Office.—(Communicated by India Office, January 13.)*

(Telegraphic.)

*Peking, January 12, 1901.*

PLEASE refer to your telegram of the 10th instant.

The Field-Marshal Commanding-in-chief cannot accept Convention in your terms, who can only be responsible for military Convention in respect of line of railway Peking-Shanhaikwan, and has no control over extension outside Chihli. Our political and financial rights are fully preserved over portion with which Field-Marshal is concerned. Remainder is a question for direct negotiation with Russia. Moreover, Convention in nowise prejudices our claims outside Wall. Under these circumstances I am strongly in favour of acceptance of Convention, and I beg reply immediately, as Russians and Field-Marshal anxious to conclude the negotiations.

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No. 114.

*Sir C. Scott to the Marquess of Lansdowne.—(Received January 14.)*

My Lord,

*St. Petersburg, January 10, 1901.*

ON receipt of your Lordship's telegram of the 6th instant, instructing me to ask for explanations of the conduct of the Russian military authorities in emptying and removing the stores of the Railway Bridge Works at Shanhaikwan, as reported by Her Majesty's Minister at Peking, I at once endeavoured to put myself in communication with Prince Obolensky or M. Basily at the Russian Foreign Office, but as it was the Russian Christmas Day, that Office was like all other Departments of the Government, inaccessible.

M. Basily was, however, good enough to propose next morning to come and see me at the Embassy.

I at once read him in paraphrase Sir E. Satow's telegram and your Lordship's remarks and instructions to me, and I begged him, in view of the very serious importance of a matter which was exciting a very painful interest in England, to lose no time in endeavouring to procure for me the desired explanations.

It was, I said, scarcely necessary for me to repeat to him that the stores and railway property in question, which seemed to be practically confiscated by the Russian authorities, were all mortgaged to British subjects under a contract with the Chinese Government which Her Majesty's Government was bound to protect.

M. Basily promised to comply with my request at once, but he said that possibly he might experience some delay, it was useless to telegraph to Count Lamsdorff on the subject, as his Excellency was to leave Yalta the next day for St. Petersburg, where his arrival might be expected on Saturday next—any communication to him now might fail to reach him. The Minister of War had not yet returned to St. Petersburg, though he might probably be here before Count Lamsdorff, meanwhile, he would go at once to the Chief of the staff at the War Office and endeavour to get a reply, and in case of any unexpected delay in Count Lamsdorff's departure, he would immediately telegraph to him my communication.

In order to enable him to do so, I gave him a Memorandum of this communication in the form herewith inclosed.

I have, &c.  
(Signed) CHARLES S. SCOTT.

Inclosure in No. 114.

*Memorandum.*

A TELEGRAM from Her Majesty's Minister at Peking, dated the 4th January (N.S.), reports that the Russian military authorities are continuing to appropriate and remove all the material and stores of the railway-bridge works at Shanhaikwan, that they have taken the steam-crane and other railway machinery, and that on the 29th December (N.S.) they were dismounting the shafting out of the fitting department.

He adds that some of this material was being shipped off to Port Arthur, but that the larger portion of the property had been removed outside the wall.

On the 14th December (N.S.) General Reid had lodged a protest against the removal by the Russians of these stores, which are mortgaged to British bondholders.

Her Majesty's Ambassador has been instructed to ask for an explanation of these proceedings of the Russian military authorities, which, as reported to Her Majesty's Government, seem to constitute a measure of confiscation unwarranted by considerations of military convenience, and involving an entirely unjustifiable interference with the permanent and necessary equipment of the line.

*St. Petersburg, December 26, 1900 (January 8, 1901).*

## No. 115.

*Sir C. Scott to the Marquess of Lansdowne.—(Received January 14.)*

My Lord,

*St. Petersburg, January 11, 1901.*

I HAVE the honour to transmit herewith to your Lordship translation of a note which I have just received from the Ministry for Foreign Affairs, inclosing a French translation of the official communication of the Minister of War, which was published in the Official Gazette, and referring me to it for explanations of the action of the Russian military authorities with regard to railways in North China, in reply to Mr. Hardinge's note to Count Lamsdorff of the 2nd November of last year.

This note is signed for the Minister for Foreign Affairs by Prince Obolensky, as Count Lamsdorff will only return to-morrow to St. Petersburg.

I had the honour to telegraph its substance to your Lordship to-day.

I have, &c.

(Signed) CHARLES S. SCOTT.

Inclosure in No. 115.

*Prince Obolensky to Sir C. Scott.*

(Translation.)

*Ministry for Foreign Affairs, 1st Department,  
December 28, 1900.*

M. l'Ambassadeur,

IN a note of the 20th October (2nd November) last, the British Chargé d'Affaires, Mr. Hardinge, addressed himself to the Ministry for Foreign Affairs, with a request that he should be furnished with some explanations with regard to the railway question in China.

In reply to the above-mentioned note, I have the honour to inform you that in this matter the Ministry for Foreign Affairs can only refer to the official communication from the Ministry of War on the subject, published in the Official Gazette, and herewith annexed in a French translation,\* because this communication, as your Excellency will observe, contains explanations on all the questions contained in Mr. Hardinge's note above referred to.

Receive, &c.

(Signed) Prince OBOLENSKY.

## No. 116.

*India Office to Lieutenant-General Sir A. Gaselee.—(Communicated by India Office,  
January 17.)*

(Telegraphic.)

*India Office, January 15, 1901.*

PLEASE refer to your telegram of the 12th January.

In view of Field-Marshal's communication to you as to his inability to make conditions in regard to the Shanhaikwan-Newchwang section of railway, Her Majesty's Government feel that it is useless for them to press their objections in respect to that section any further, and, subject to the other reservations specified in my telegram of the 10th January, you may withdraw your opposition to the Convention.

## No. 117.

*Sir C. Scott to the Marquess of Lansdowne.—(Received January 17.)*

(Telegraphic.)

*St. Petersburg, January 16, 1901.*

COUNT LAMSDORFF was prevented by the Russian New Year holidays from receiving the foreign Ambassadors before to-day.

After reading your Lordship's despatch of the 23rd November to Mr. Hardinge, I

\* See Inclosure in No. 89.

left a copy with his Excellency, who appeared to doubt the accuracy of the information respecting the seizure of material and occupation of the railway which had reached Her Majesty's Government.

In view of the military requirements of the situation the measure taken by the Russian authorities were, no doubt, unavoidable, and had, perhaps, owing to local excitement, been reported in an exaggerated light to Her Majesty's Government.

To these remarks I replied that the evidence upon which our remonstrances were based would, I thought, stand the test of careful examination and was supported by official reports.

It was believed that the proceedings would be found to be the result of some misunderstanding either of instructions or of the interests involved, and that the local authorities had been acting without authority.

I said that we were no less anxious than the Russians to avoid any misunderstanding, but that I regretted that the official view of the action of the Russian military authorities should differ so widely in England and Russia.

In explanation of the attitude of the Russian Government his Excellency referred me to the statement published in the Official Gazette by the War Office. I said that it appeared to me that this communiqué was in answer to certain criticisms in the English press which had nothing to do with Her Majesty's Government, and until receiving your Lordship's instructions, I would prefer to make no further comment on it.

On learning that Her Majesty's Government were not satisfied with the explanations given by the Russian Government, his Excellency promised to immediately go again into the question, and hoped to arrive at a satisfactory and conciliatory settlement.

It was only after this interview that your Lordship's despatch of the 29th December reached me.

#### No. 118.

*Lieutenant-General Sir A. Gaselee to India Office.—(Communicated by India Office, January 19.)*

(Telegraphic.)

*Peking, January 18, 1901.*

REFERRING to your telegram of the 15th instant :

The railway Convention is signed. I am arranging for inspection of line by Kinder.

(Addressed Secretary of State for India. Repeated Military Secretary.)

#### No. 119.

*Sir C. Scott to the Marquess of Lansdowne.—(Received January 20.)*

(Telegraphic.)

*St. Petersburg, January 19, 1901.*

AT a further interview which I had with Count Lamsdorff to-day, I made use of the despatch from your Lordship of the 29th ultimo to refute the statements which appeared in the communiqué of the Russian War Office.

His Excellency, whom I found most conciliatory and very anxious to clear up every misunderstanding on both sides, admitted that he could not assume personal responsibility himself for more than the communication to me of the Russian military view of the circumstances of which we complained, as he had only the assurance of the Minister of War for the accuracy of the statements in the communiqué.

I put before his Excellency the arguments on the other side, which he was glad to hear, and I think that he appreciated the force of our argument that the occupation of the line, which, he said, could in no case have been claimed by right of conquest, should have been preceded by an understanding with the other allied Commanders.

I gave his Excellency, at his request, and not as an official communication, but for purposes of reference only, a note of the comments made by your Lordship on the communiqué and its conclusions, and he promised that he would see General Kouropatkine at once, and that they would again go seriously into the whole question together.

In the course of a long and very friendly conversation, he said that he was certainly



under the impression that Count Waldersee had objected to the Russians handing over the line without first referring to him, or until they had completed the task he had set them; but as to this, he was unwilling to make any confusion by committing himself to the accuracy of his recollection of what General Kouropatkine had told him at Livadia.

## No. 120.

*Sir E. Satow to the Marquess of Lansdowne.—(Received January 21, 1901.)*

My Lord,

*Peking, November 17, 1900.*

WITH reference to my despatch of the 13th instant concerning the Russian seizures at Tien-tsin, I have the honour to transmit herewith copy of a further despatch from the British Acting Consul-General at Tien-tsin, inclosing a letter to him from the Russian Acting Consul, in which it is stated that all questions relating to the land seized by the Russian military authorities should be referred to the Commander-in-chief of the Russian expeditionary force.

This notification amounts to a refusal to entertain or discuss Mr. Campbell's protest. We can, of course, only regard the seizure as temporary during the present abnormal condition of affairs, and must assume that it will cease when peace is restored. I am instructing Mr. Campbell to reply to his colleague's letter in this sense.

I have, &c.

(Signed) ERNEST SATOW.

## Inclosure 1 in No. 120.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, November 12, 1900.*

REFERRING to my despatch of the 8th November, I have the honour to inclose copy of a letter received from my Russian colleague, in which he informs me that all questions relating to the land seized by the Russian authorities on the left bank of the river should be referred to the Commandant-in-chief of the Russian expeditionary force.

I have, &c.

(Signed) C. W. CAMPBELL.

## Inclosure 2 in No. 120.

*M. Poppé to Acting Consul-General Campbell.*

*Consulat Impérial de Russie, Tien-tsin, le 27 Octobre  
(9 Novembre), 1900.*

M. et cher Collègue,

EN réponse à votre lettre du 8 Novembre, année courante, au regard de ma Circulaire du 6 Novembre au sujet de la confirmation de la prise de possession de terrain sur la rive gauche du Peiho par les autorités militaires Russes, j'ai l'honneur de vous informer que c'est le Commandant-en-chef du corps expéditionnaire Russe du Péchili, qui a été chargé de prendre toutes les mesures nécessaires, et que c'est à lui directement que doivent être référées toutes les questions à ce sujet.

Veillez, &c.

(Signé) N. POPPÉ,  
Consul de Russie ad intérim.

(Translation.)

*Imperial Russian Consulate, Tien-tsin,  
October 27 (November 9), 1900.*

Sir and dear Colleague,

IN answer to your letter of the 8th November of this year, with regard to my Circular of the 6th November on the subject of the confirmation of the occupation of

land on the left bank of the Peiho by the Russian military authorities, I have the honour to inform you that the Commander-in-chief of the Russian expeditionary force in Pechili has been instructed to take all necessary measures, and that all questions on this subject must be referred to him.

I am, &c.  
(Signed) N. POPPÉ,  
*Russian Consul, ad interim.*

No. 121.

*Sir E. Satow to the Marquess of Lansdowne.—(Received January 21, 1901.)*

My Lord,

*Peking, November 19, 1900.*

I HAVE the honour to transmit herewith copies of two despatches, with their inclosures, which I have received from the Acting British Consul-General at Tien-tsin respecting Russian flags being hoisted on British-owned land at Tien-tsin.

I have approved the action taken up by Mr. Campbell in advising Messrs. Forbes to decline the terms offered by General Linévitch.

Mr. Campbell informs me, with regard to his particular objections to Russian condition 2 (a) (Inclosure 5) that Messrs. Butterfield and Swire, a British firm, have been in treaty for a large piece of ground, opposite the foreign Concessions, for wharfage purposes. The negotiations began eighteen months ago. Difficulties were gradually set aside, and finally a price (about 70,000 taels, say, 10,500*l.*) was agreed upon; but the seller, who is undoubtedly the owner, begged Messrs. Butterfield and Swire to wait until he had overcome objections on the part of some villagers. He accepted 400 taels (say, 60*l.*) earnest money, deposited the title-deeds of the ground with Messrs. Butterfield and Swire, and handed over a strip on the bank to them.

The present troubles have supervened, and the Russian flags hoisted on the ground have made Messrs. Butterfield and Swire apprehensive of political complications. They therefore arranged with the owner quite lately that the balance of the purchase-money should be placed in the hands of a trustee until the British firm could be assured of the possession of the land under political conditions similar to those existing at the time they concluded the bargain.

Mr. Campbell is of opinion that the transaction is *bond fide*, commenced and practically concluded before there was any question of a Russian occupation of the opposite bank.

There does not appear to be any reason why British titles, previously submitted to me by Her Majesty's Consul-General, should not be accepted by the Russian authorities, and in view of that opinion I am convinced that Mr. Campbell's advice to Messrs. Butterfield and Swire was sound.

I have, &c.  
(Signed) ERNEST SATOW.

Inclosure 1 in No. 121.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, November 14, 1900.*

I HAVE the honour to inclose copy of a letter received from Messrs. Forbes and Co.

The replacing of the Russian flags on the property of the Eastern Wharf and Godown Company was first brought to my notice by Mr. Smith, my assistant, on the 5th November; but as it frequently happens that the higher Russian military authorities are ignorant of the doings of their subordinates, I merely warned the British owners, and told them to call at the Russian head-quarters, mention the circumstances, and ask for the removal of the flags.

It appears from Messrs. Forbes and Co.'s letter, which is corroborated verbally by Mr. Fisher, of the firm of Butterfield and Swire, that General Linévitch declines to

remove the flags, and as there can now be no doubt that he is cognizant of all the facts and circumstances, I accordingly asked your permission, in my telegram of yesterday, to lodge a protest against his action.

I have, &c.  
(Signed) C. W. CAMPBELL.

Inclosure 2 in No. 121.

*Messrs. Forbes and Co. to Acting Consul-General Campbell.*

Sir,

*Tien-tsin, November 13, 1900.*

SINCE writing you on the 12th and 15th ultimo concerning the Russian flags and notice-board on the property owned on the other side of the river—owned by Messrs. E. Cousins and J. M. Dickinson—and known as the Eastern Wharf and Godown Company, we now regret to inform you that the Russian authorities have again put up two flags and a notice-board on our frontage facing the river. This took place on the evening of the 3rd instant. We ascertained the time and date from the American sentry on duty there.

On Wednesday last, the 7th instant, the writer called on Prince Wolkonsky and informed him what had happened. He appeared to know nothing about it, and asked us to wait until he saw the Russian General before writing to you on the matter. We told him we would do so, but after waiting some days, and not hearing anything further, the writer called on him again yesterday, in company with Mr. Fisher. He informed us that he had explained the matter to the General, and that the General had informed him that he did not intend to have the flags or notice-board removed; and Prince Wolkonsky suggested that the best thing we could do was to lay the matter before you, and we informed him that we would do so at once.

We therefore beg that you will take the necessary steps to have the flags and notice-board removed from our land as soon as possible.

Asking your usual kind attention, we are, &c.

(Signed) WILLIAM FORBES AND Co.  
(Per pro W. E. Southcott, Agents, Eastern  
Wharf and Godown Company).

Inclosure 3 in No. 121.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, November 14, 1900.*

WITH reference to my despatch of to-day's date, I have the honour to inclose copy of a letter from Messrs. Forbes and Co., forwarding a communication to them from Prince Wolkonsky. According to this, General Linévitch offers to remove the Russian flags from the property of the Eastern Wharf and Godown Company on fulfilment of two conditions. These are:—

1. That the titles to the ground shall be "reconnus comme en règle et absolument valables par les Consuls de Russie et d'Angleterre comme ayant été transférés avant l'occupation par les autorités militaires Russes;" and

2. That an engagement shall be entered into not to hoist the British flag on the property until "cette question du drapeau" shall have been decided "d'un commun accord," because the hoisting of the British flag might raise "la question de la nationalité de ce territoire."

I am not aware of the existence of a "question of flag," but in any case I see no present reason why the British owners of this property should subscribe to conditions imposed at the will of the Russian military authorities. I shall therefore instruct Messrs. Forbes and Co. to decline the conditions and press once more for the removal of the flags.

I had the honour to send you a telegram in the above sense this morning.

I have, &c.  
(Signed) C. W. CAMPBELL.

## Inclosure 4 in No. 121.

*Messrs. Forbes and Co. to Acting Consul-General Campbell.*

Sir,

Tien-tsin, November 14, 1900.

SINCE writing you under yesterday's date we have received the inclosed letter from Prince Wolkonsky, which, we understand, has reference to the flags, &c., posted on the land owned by Messrs. Ed. Cousins and J. M. Dickinson, but as we cannot read French, we shall be pleased if you will favour us with a translation of the letter in question, and much oblige.

We are, &amp;c.

(Signed) WILLIAM FORBES AND CO.  
(Per pro W. E. Southcott, Agents, Eastern  
Wharf and Godown Company).

## Inclosure 5 in No. 121.

*Prince Wolkonsky to Messrs. Forbes and Co.*

Monsieur,

Tien-tsin, le 31 Octobre (13 Novembre), 1900.

SON Excellence le Lieutenant-Général Linévitch m'a chargé de vous communiquer la décision suivante prise par lui au sujet de l'enlèvement des drapeaux Russes du terrain sur lequel vous réclamez les droits de propriété de la maison que vous représentez.

1. Les drapeaux Russes ont été placés seulement comme indication que l'étendue de la rive gauche du Peiho (dans les limites qui vous sont connues), a été occupée les armes à la main par ordre des autorités militaires Russes, et n'interviennent nullement dans les droits des propriétaires particuliers étrangers (autres que Chinois).

2. Les drapeaux Russes seront enlevés des terrains en question sur l'ordre des autorités militaires Russes après l'exécution des deux conditions suivantes :—

(a.) Si les documents relatifs aux titres de propriété de ces terrains sont reconnus comme en règle, et absolument valables par les Consuls de Russie et d'Angleterre comme ayant été transférés avant l'occupation par les autorités militaires Russes.

(b.) Si vous remettez au Chef d'État, Major du Corps Expéditionnaire Russe du Pétchili (vu mon prochain départ), un engagement par lequel, après l'enlèvement des drapeaux Russes de ce terrain, le drapeau Anglais n'y serait placé qu'après que cette question du drapeau n'ait été décidée d'un commun accord, car l'installation du drapeau Anglais pourrait signifier non pas seulement le droit de propriété du terrain par vous comme particulier (droits qui après l'exécution des formalités indiquées au paragraphe (a) ne soulèveront aucune objection de la part des autorités militaires Russes), mais bien mettre en discussion la question de la nationalité de ce territoire.

Dès que ces deux conditions auront été remplies, les autorités militaires Russes donneront les instructions nécessaires pour que les drapeaux Russes soient déplacés et transportés à la limite du terrain en question.

J'espère que vous serez satisfait de ce résultat de mon rapport, qui, comme vous pouvez bien le voir, garantit tous les droits que vous pouvez avoir comme propriétaire particulier.

Recevez, &amp;c.

(Signé) Prince A. WOLKONSKY,  
Capitaine de la Garde Impériale.

(Translation.)

Sir,

Tien-tsin, October 31 (November 13), 1900.

I AM directed by his Excellency Lieutenant-General Linévitch to communicate to you the following decision which he has arrived at on the subject of the removal of Russian flags from the land over which you claim proprietary rights for the house of which you are the representative.

1. The Russian flags were only planted to indicate that the extent of the left bank of the Peiho (the limits of which are known to you) had been occupied by armed troops by order of the Russian military authorities, and in no way interfered with the rights of individual foreigners (other than Chinese).

2. The Russian flags will be removed from the land in question by order of the Russian military authorities on the fulfilment of the two following conditions:—

(a.) If the documents relating to the proprietary title to this land are acknowledged as regular and quite genuine by the Russian and English Consuls, and as having been transferred before the occupation by the Russian military authorities.

(b.) If you give an undertaking to come to an agreement with the Chief of the Staff of the Russian Expeditionary Corps (owing to my approaching departure) by which, after the removal of the Russian flags from the land, the English flag shall not be planted until this flag question has been settled mutually, for the planting of the English flag might signify not only your individual proprietary right over the land (rights to which, after the formalities indicated in paragraph (a) have been carried out, the Russian military authorities will raise no objection), but also bring up for discussion the question of the nationality of this land.

As soon as these two conditions have been fulfilled, the Russian military authorities will issue the necessary instructions for removing the Russian flags and transferring them to the boundary of the land in question.

I hope you will be satisfied with this the result of my report, which, as you can well perceive, guarantees all the rights which you can have as individual proprietor.

Accept, &c.

(Signed) Prince A. WOLKONSKY,  
Captain of the Imperial Guard.

No. 122.

*Acting Consul-General Campbell to the Marquess of Lansdowne.—(Received January 21, 1901.)*

My Lord,

*Tien-tsin, November 28, 1900.*

I AM instructed by Sir Ernest Satow to forward to your Lordship the inclosed correspondence, relating to trespasses on British-owned property by the Russian military authorities here.

I have, &c.

(Signed) C. W. CAMPBELL.

Inclosure 1 in No. 122.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, November 16, 1900.*

WITH reference to my despatch of the 14th November, I have the honour to inclose copies of further correspondence received from Forbes and Co. and Butterfield and Swire regarding the trespasses on their properties by the Russian military authorities. Part of this correspondence is merely corroborative of reports which have already gone to you.

As you will observe, both firms decline the conditions laid down by Lieutenant-General Linévitch, and again request the removal of the flags and notice-boards. If this removal does not take place by to-morrow afternoon, I shall then lodge the protest authorized by your telegram of the 14th November.

I have, &c.

(Signed) C. W. CAMPBELL.

Inclosure 2 in No. 122.

*Messrs. Butterfield and Swire to Acting Consul-General Campbell.*

Sir,

*Tien-tsin, November 13, 1900.*

FOLLOWING your advice, we interviewed Prince Wolkonsky regarding the placing of Russian flags and placards on our property on the east bank of the Peiho, opposite the British Concession. The Prince is the Russian officer detailed for attention to such matters, and our first interview with him was on the 5th instant, when



we explained to him that the property in question was ours, and that, as British subjects, we objected to the raising of Russian flags on our land, and we respectfully requested their removal. We explained that if our assurance of ownership were not sufficient, satisfactory assurance to this effect could be obtained by inquiry at the British Consulate-General.

The Prince promised to convey our wishes to the Russian General Linévitch and to communicate the General's reply, which he did at an interview by appointment yesterday.

The General's reply was to the effect that the land was occupied by right of war, as Russian soldiers had died in defence of attacks on the Concessions from that quarter. We mentioned incidentally that British troops also had died in the same defence, but pointed out how entirely irrelevant such matters were as a justification for the assumption of rights over British property.

The Prince laboured to draw a distinction between occupying the land and taking possession of it, and in illustration he indicated that it would be quite possible that the Russian authorities, while approving our "particular rights," might still retain a somewhat general and indefinite right embracing our own. To this we expressed unqualified dissent, maintaining that, as British subjects, we could admit no Russian rights of any kind over our own property.

We pointed out to the Prince that whatever the Russian intentions might be with regard to land on the opposite side of the river, it could scarcely be to their interest to molest us, as they were doing. We explained that our objects were by no means obstructive, as any scheme for improvement would be likely to enhance the value of our property.

Briefly, the result of our interview was that the Russian General was unwilling to remove the flags, as he occupied our land by what he described as right of war, and that for satisfaction we must refer to our Consul.

It remains, therefore, for us only to place the case in your hands, and to solicit your good offices in the matter.

We are, &c.  
(Per pro Butterfield and Swire),  
(Signed) W. FISHER.

Inclosure 3 in No. 122.

*Messrs. Butterfield and Swire to Acting Consul-General Campbell.*

Sir,

Tien-tsin, November 15, 1900.

SINCE we wrote you on the 13th instant, we have received from Prince Wolkonsky a letter communicating the decision of Lieutenant-General Linévitch with regard to our request for the removal of Russian flags from our property.

The General, it appears, is willing to order the removal of the flags on two conditions, viz:—

1. If the title to the land is recognized by the Russian and British Consuls as having existed before the occupation of the land by the Russian military authorities.
2. If we will give an undertaking to the Russian Chief of Staff that the British flag shall not be raised on the land until the "question of the flag" has been decided by common consent.

We have replied according to the copy of letter herewith, stating that the land was purchased by us before the Russian troops came to Tien-tsin, and referring the General to the British Consul-General here, if confirmation of this statement is needed.

Under these circumstances, we have informed the General that we can admit no Russian rights of any kind over the property in question, and we have reiterated our request that the General will give the necessary orders for the removal of the flags.

We are, &c.  
(Per pro Butterfield and Swire),  
(Signed) W. FISHER.

## Inclosure 4 in No. 122.

*Messrs. Forbes and Co. to Acting Consul-General Campbell.*

Sir,

Tien-tsin, November 16, 1900.

FOR your information, we beg to hand you herein a press copy of our letter of to-day's date, addressed to his Excellency Lieutenant-General Linévitch.

We are, &amp;c.

(Signed)

WILLIAM FORBES AND Co.

(Per pro W. E. Southcott, Agents, Eastern Wharf  
and Godown Company.)

## Inclosure 5 in No. 122.

*Messrs. Forbes and Co. to Lieutenant-General Linévitch.*

Your Excellency,

Tien-tsin, November 16, 1900.

WE have received a communication, dated the 31st October (13th November), from Prince Wolkonsky, who has, we understand, since left Tien-tsin, conveying your Excellency's decision as to our request for the removal of Russian flags from our property on the left bank of the Peiho River, opposite the British Concession.

The communication states that the property in question has been occupied by the Russian military authorities by right of war, as indicated by the raising of the Russian flag, and that this action does not interfere with our own particular rights.

It further states that the flags will be removed if our title to the land is recognized by the Russian and English Consuls as having existed before the occupation of the land by the Russian military authorities, and if we will send to the Russian Chief of Staff an undertaking that, after the removal of the Russian flags, the British flag shall not be raised on the land until the question of flag has been decided by common consent.

In reply, we have to state that we are unable to accept the conditions suggested by your Excellency.

As we informed Prince Wolkonsky, the land in question was purchased by us before the Russian troops came to Tien-tsin. If our word to this effect is doubted, we refer your Excellency to the British Consul-General here for verification of our statement.

Under these circumstances, we cannot admit Russian rights of any kind over the property, and we would again respectfully request your Excellency to give the necessary instructions for the removal of the flags.

We have, &amp;c.

(Signed)

WILLIAM FORBES AND Co.

(Per pro W. E. Southcott, Agents, Eastern Wharf  
and Godown Company.)

## Inclosure 6 in No. 122.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

Tien-tsin, November 17, 1900.

AS the Russian flags and notice-boards were still standing on the properties of Messrs. Cousins and Dickinson and Messrs. Butterfield and Swire, I sent this afternoon to Lieutenant-General Linévitch, Commander-in-chief of the Russian expeditionary force in Chihli, a protest, copy of which I have the honour to inclose.

I informed you to-day by telegraph that I had taken this step.

I have, &amp;c.

(Signed)

C. W. CAMPBELL.

Inclosure 7 in No. 122.

*Acting Consul-General Campbell to Lieutenant-General Linévitch.*

Sir,

*Tien-tsin, November 17, 1900.*

MY colleague M. Poppé, the Acting Consul for Russia, notified me officially on the 9th November that all questions relating to the land on the left bank of the Peiho, which you have declared to be the property of the Russian troops by right of conquest, should be referred to you. I have the honour accordingly to bring to your notice the following facts:—

On the 3rd October I informed M. Poppé that a Russian flag and notice-boards with the inscription "Occupied by order of the Russian Commanding Officer" were placed by the Russian military authorities on land owned by the British subjects, E. Cousins and J. M. Dickinson. M. Poppé, in reply, suggested that the owners should call on Prince Wolkonsky at the Russian Bureau of Communications. I instructed the owners' agent to do so, and the result of his interview with Prince Wolkonsky was that the flags were removed on or about the 15th October. On the 25th October I addressed a note to M. Poppé, informing him that Russian flags were placed on land owned by Messrs. Butterfield and Swire, a well-known British firm, in response to which M. Poppé referred me to the Russian military authorities. My sole desire in these matters being to protect the legitimate rights of British subjects in as amicable a manner as possible, I instructed Mr. Fisher, the agent of Messrs. Butterfield and Swire, to address the Russian authorities directly, being convinced that objections to the presence of the flags had only to be stated to secure their removal. On the 5th November I was told that Russian flags and notice-boards were planted again on the ground owned by Messrs. E. Cousins and J. M. Dickinson, and I instructed the owners' agent to call once more on the Russian military authorities and ask for their removal. On the 14th November I was informed by Mr. Southcott, the agent of Messrs. E. Cousins and J. M. Dickinson, and by Mr. Fisher, the agent of Messrs. Butterfield and Swire, that after more than one interview Prince Wolkonsky, acting under your directions, declined to order the removal of the flags from either property until certain conditions laid down by you were fulfilled. These conditions being unacceptable to the owners of the properties, Messrs. Southcott and Fisher wrote letters to you yesterday saying so, and again requesting that the Russian flags and notice-boards should be removed. I am to-day informed that the flags and boards have not been removed.

As I cannot doubt that you are cognizant of all the facts and circumstances, it is my duty to protest formally against your action in these matters. The planting of Russian flags and notice-boards on the private property of British subjects without their authorization and in defiance of their repeated objections is a trespass on their rights, and, as such, cannot be defended by any principle of law with which I am acquainted.

I have, &c.  
(Signed) C. W. CAMPBELL.

No. 123.

*Acting Consul-General Campbell to the Marquess of Lansdowne. —(Received January 21, 1901.)*

My Lord,

*Tien-tsin, December 1, 1900.*

I HAVE the honour to inclose, for your Lordship's information, copies of a despatch and inclosure which I have sent to Sir Ernest Satow on the 27th November.

I have, &c.  
(Signed) C. W. CAMPBELL.

## Inclosure 1 in No. 123.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

Tien-tsin, November 27, 1900.

I HAVE the honour to inclose a communication from the Chairman of the Tien-tsin-British Municipal Council on the subject of the Russian appropriation of land on the left bank of the Peiho.

The Council, in protection of their interests, protest against the Russian action, and urge that if the portion of the river bank opposite this Concession is to pass under foreign control, the British Municipality have the strongest claims to it.

The objections of the British Municipal Council to the Russian seizure seem to me to be fairly stated and reasonable, and I have, therefore, the honour to commend them to your most favourable consideration.

I am sending a copy of this despatch and the inclosures to the Marquess of Lansdowne, in accordance with your general instructions of the 19th November.

I have, &amp;c.

(Signed) C. W. CAMPBELL.

## Inclosure 2 in No. 123.

*Mr. Cousins to Acting Consul-General Campbell.*

Sir,

Tien-tsin, November 26, 1900.

THE recent action of the Russian military authorities in assuming possession of the land situated on the east bank of the river, immediately fronting this Settlement, is one fraught with such weighty consequences to the interests of the land-renters, that, on behalf of the Municipal Council, it becomes my bounden duty to lodge a prompt and vigorous protest against such action, and to crave your very serious attention to the matter, with a view, if possible, to inducing the high Russian authorities concerned to select a locality elsewhere, not prejudicial to the vested interests of this Settlement.

I need scarcely point out to you that this section of the river is already much too narrow for the traffic incidental to the use of our bund and wharves, a traffic steadily increasing year by year, and if, as may fairly be assumed, it is intended to utilize the opposite shore for the handling of river-borne cargo, the result cannot but be materially and generally disastrous.

To insure that the fairway be kept open, it is of the utmost importance that we should be in a position to exercise control over the use of the river frontage on both sides, and for many years it has been recognized by successive Councils as a fundamental principle that the interests of the Settlement in this connection must be safeguarded at all costs.

I would ask the favour of your attention to the following very relevant facts:—

1. This Municipality has in good faith pledged its property as security for the bondholders whose money has been borrowed (with the unanimous approval and sanction of the Peking Ministerial Body), in order to carry out a scheme for certain river improvement works.

If financial disaster is to be avoided, it is perforce incumbent upon the land-renters to adopt every legitimate means in their power to protect their principal revenue.

For purposes of trade the British Concession is practically Tien-tsin, and stands alone in respect of its being almost entirely dependent upon what it derives from shipping through the use of bund and wharves, and it therefore follows that the present condition of affairs entails far more serious consequences, and is a matter of more vital moment to this Concession than to our French or German neighbours.

I would emphasize the fact that though the river improvement works were for the benefit of all, the British Municipality was the only body found willing to pledge its property for the purpose of raising funds for the work which could not otherwise have been undertaken.

The fact that the British Municipality took so great a burden upon itself to facilitate works by which all nationalities benefited is an indication of the vital nature of its interest in the preservation of the waterway.

2. The proximity of this Concession has alone given value to the land immediately opposite.

3. A considerable portion of the frontage of the proposed Concession is already the recognized property of British subjects, who for some time before the outbreak of the recent disturbances were in negotiations with the Imperial Chinese Railways for the construction of a siding to connect their properties with the main railway line.

4. The importance for making provision for bringing the railway line over a bridge to this side of the river at such a point as may best serve the interests of this and the German Settlement is generally recognized, and should not be lost sight of.

To carry out such a project, however, and to insure its successful working, it is not desirable that the line should traverse ground over which the Russians can exercise territorial rights. Moreover, in the event of the river from any cause becoming unnavigable, the whole trade of the port would be entirely dependent on the railway and its accessibility.

5. As a natural result of the present military occupation of Tien-tsin, the wear and tear of roads, bund, and wharves, &c., is very great, and may roughly be estimated as representing a future outlay of 100,000 taels, which fact taken in conjunction with the practical suspension of municipal revenue justifies the anxiety of the Council to which this letter may be taken as giving some expression.

Taking these serious circumstances into consideration, the Council are unanimous in the opinion that if the time has come for the territory in question to pass under foreign control, this Municipality has, without doubt, the strongest claim to its acquisition, and I am accordingly authorized to make herein a formal application for the land on the opposite bank of the river immediately fronting the British Concession, and extending as far back in an easterly direction as the present railway line, this without prejudice to private rights, native and foreign.

In lodging this application, the Council wish to make it clear that they are alone actuated by a desire to safeguard the interests of the Concession, and so far as lies in their power to promote its prosperity.

There is, of course, not the slightest intention on the part of the Council to question the right of the Russian authorities to acquire a Settlement here; but if it is correct to assume that the *raison d'être* of a Settlement is its trade requirements, it is somewhat difficult to see why the Russian authorities should need an area so vastly out of proportion to their commercial interests here as compared with ours, and, further, why it is not possible for them to follow the lead of our German and Japanese neighbours, who, recognizing our claims to consideration, have established themselves on this side of the river, where they do not interfere with interests representing the result of many years of enterprise and careful administration.

The fact that the community residing within our borders is so cosmopolitan in character may, we think, be accepted as some guarantee that the present application is based on broad public grounds and not inspired by anything approaching national prejudice, and we can further point to the harmonious relations which have continued undisturbed for so many years with our French neighbours, whose southern boundaries march with ours.

Trusting that our views upon this important matter may be found in line with your own, and relying upon your good offices to make such representations in the proper quarter as may seem to you best calculated to serve us, I have, &c.

(Signed)

ED. COUSINS, *Chairman,*  
*British Municipal Council.*

No. 124.

*Sir C. Scott to the Marquess of Lansdowne.—(Received January 28.)*

(Extract.)

*St. Petersburg, January 16, 1901.*

COUNT LAMSDORFF returned to St. Petersburg on the 12th instant, but owing to the Russian New Year celebrations was unable to receive the foreign Ambassadors until to-day.

After congratulating his Excellency on his elevation to the permanent post of Minister for Foreign Affairs, and also on the excellent account which he had brought from Livadia of the health of their Imperial Majesties the Emperor and Empress,

I alluded to the difficulty which I had experienced during his absence in dealing with certain questions which it seemed very desirable should be cleared up and satisfactorily settled.

I regretted to find, I said, that there was still a marked difference between the views which our two Governments took of the action of the Russian military authorities in North China, who had taken possession of railway lines and railway material in which important British financial interests were involved.

In order to explain more clearly to him the view taken by Her Majesty's Government of this action, I had been instructed, I said, to take the first suitable opportunity after my return to St. Petersburg to read to him a despatch addressed to Mr. Hardinge on the 23rd November, in which your Lordship had enumerated in consecutive order the particular proceedings against which Her Majesty's Government had been compelled to address remonstrances to his Excellency and to request explanations, and certain passages in his replies to Mr. Hardinge's notes on which your Lordship had observations to make.

In consideration of the Emperor's illness and the anxiety and embarrassment which it must have entailed on him, I had, I said, been permitted to defer acting on these instructions until after his Excellency's return to St. Petersburg, but if he would allow me I would do so now, and, as instructed, leave with him a copy of this despatch.

Count Lamsdorff consented, but said that before doing so he was bound to tell me that he had hoped that the explanations which had already been furnished to Her Majesty's Embassy would have satisfied Her Majesty's Government with regard to most of the proceedings complained of.

As his Excellency referred in his remarks to the explanations offered for the action of the Russian military authorities in an official communiqué published some short time ago in the Russian "Messenger Officiel," I said that I would prefer to await your Lordship's instructions before discussing the statements or this publication.

I would confine myself at present to saying that it was with no little surprise that I had received the day before his Excellency's return to St. Petersburg an official note from the Ministry for Foreign Affairs, signed in his absence by Prince Obolensky, inclosing me a French translation from the "Journal de Saint-Petersbourg" of this communiqué by the Minister of War, and referring me to it for the only answer which the Ministry for Foreign Affairs was able to give to Mr. Hardinge's note to Count Lamsdorff of the 2nd November, 1900, as it contained the explanations asked for on all the points referred to in that note.

I said that I had, on the appearance of this communiqué in the "Messenger Officiel," sent your Lordship a translation of it, remarking at the same time that it seemed to me to have only the importance of a polemical discussion between the "Messenger Officiel" and certain organs of the English press, notably the "Times," with regard to certain statements in the English papers which did not concern Her Majesty's Government.

Now that a different character had been officially given to this communiqué, your Lordship would no doubt instruct me as to the notice to be taken of it.

I may here add, that it was only on my return to the Embassy, after my interview with Count Lamsdorff, that your Lordship's despatch of the 30th December was delivered to me by the messenger of the German Embassy, who had undertaken to convey it from Berlin.

I hope to have an opportunity on Saturday next of making use of its arguments in a further interview with Count Lamsdorff.

With his Excellency's permission, I finally read to him your Lordship's despatch of the 23rd November, and left a copy of it in his hands. When doing so, I drew attention to the date, and remarked that since it was written your Lordship had received copies of his Excellency's later note of the 16th (23rd) November, which had removed some of the grounds of complaint, but that I thought that the copy which I had given him would be found useful as summarizing the correspondence up to the date of the despatch.

He laid emphasis on the passage in his own note, which expressed surprise at the temporary measures taken by the Russian authorities being regarded as in any way inconsistent with the assurances given that Russia would not make any territorial acquisitions in China.

I reminded him that the complaint stated that the Russian Generals had distinctly claimed to have taken possession of the line by right of conquest.



When I had finished reading the despatch, his Excellency said that he would carefully read over the copy which I had given him, and have all the complaints re-examined, and he promised me his loyal assistance in endeavouring to get any misunderstanding cleared up with a view to a satisfactory settlement of a difficult and painful controversy.

## No. 125.

*Sir C. Scott to the Marquess of Lansdowne.—(Received January 28.)*

(Extract.)

*St. Petersburg, January 19, 1901.*

IN continuation of my despatch of the 16th instant, I have the honour to report that I had a further interview, by appointment, with Count Lamsdorff to-day.

I took this opportunity of referring again to the communiqué of the Russian War Office, which Prince Obolensky had inclosed in his official note of the 10th instant, and to which he had referred me as containing the only explanations which the Russian Foreign Office could give me of the proceedings of the Russian military authorities in China with regard to the railway lines and material complained of in Mr. Hardinge's note to Count Lamsdorff of the 2nd November last.

I said that your Lordship had, until the receipt of Prince Obolensky's note, very naturally regarded this communiqué as solely directed against certain statements and arguments in the English press with which Her Majesty's Government were not concerned, but that its evidently official character had led your Lordship to address a despatch to me furnishing me with the necessary arguments for refuting, in case his Excellency referred to them, several statements in this communiqué which Her Majesty's Government held to be inexact and entirely misleading.

Now that his Excellency had, in an official note to Her Majesty's Embassy, distinctly assumed responsibility for the statements in the War Office communiqué, I had been instructed by your Lordship to lose no time in making use of these arguments in conversation with him.

I said that, convinced as I was that he fully shared my sincere desire to co-operate effectually in endeavouring to remove, by a frank and friendly exchange of views, all cause for serious disagreement between our two Governments on this and other questions, I thought it very desirable to let him understand quite clearly the point of view from which Her Majesty's Government regarded the action of the Russian military authorities which had given occasion to our remonstrances.

If his Excellency would state with equal frankness the point of view of the Russian Government, we might, I conceived, arrive more easily at a true appreciation of any existing difference between us than could be expected from a continued exchange of official notes, and I felt assured that we were both equally anxious to clear up any misunderstanding that might cause pain to our respective Sovereigns.

Count Lamsdorff cordially reciprocated these sentiments, and said that I might rely implicitly on his readiness to take into careful consideration any argument or view which I might have to present to him. He felt as strongly as I did that the only way to avoid misunderstanding on this or any other question was to be able to discuss it with a clear view of the arguments urged on both sides.

With regard to Prince Obolensky's official communication to me of the communiqué to which I had referred, he seemed anxious that I should not regard it as an assumption by him of personal responsibility for the accuracy of all the statements contained in it.

In a question of this kind, which dealt exclusively with military action, the only course open to him was to communicate at once with the War Minister, and seek the explanations which the War Office alone was in a position to give.

General Kuropatkin had, in reply, given him the explanations contained in this communiqué, and had positively assured him that they might be relied on as exact in every particular.

He had thought that the best way of replying to Her Majesty's Government's remonstrances was to supply me with the information officially vouched for by the Minister of War.

He would, however, be very glad to hear the arguments on which Her Majesty's Government disputed their accuracy, as they would enable him to discuss the matter again thoroughly with General Kuropatkine, and he could unhesitatingly promise me that they would receive every consideration and be examined with a sincere desire to remove all possible cause of complaint or understanding.

I then referred *seriatim* to the four conclusions in which the War Minister had summed up the statement in his communiqué, and repeated to him textually your Lordship's comments on each of them, and concluded by adding that, while recognizing the difficulties surrounding the question, and his Excellency's desire to arrive at a friendly settlement, Her Majesty's Government could not but regret the publication of a communication which contained statements which, in their opinion, were inaccurate and misleading.

His Excellency listened attentively to the arguments which I pressed in support of this view, and at his request I gave him in writing the substance of your Lordship's despatch in order that he might examine these arguments at leisure and in discussion with General Kuropatkine, on the express understanding that my doing so was not to be regarded as an official communication of your Lordship's despatch, but as handing him a note for reference of my verbal remarks.

Count Lamsdorff seemed quite prepared to admit that it would have been preferable to obtain, if possible, the previous assent of all the allied Commanders before any one national detachment undertook the occupation and charge of any further section of the line; and if the Russian Commander had claimed to do so by right of conquest, he must have been labouring under a very grave delusion, as the Russian Government had distinctly declared that they were not at war with China, and had no intention of making any territorial acquisitions; the military measures taken were essentially temporary ones, and were not intended to affect any private rights.

He assured me that the impression in England that there was any intention to take advantage of this temporary occupation to injure in any way the security of British financial interests in the line was entirely erroneous.

I had reminded him that one of the guarantees mentioned in the prospectus for the Railway Loan, to which the subscribers attached importance, was that the administration and working of the intramural section of the line should be carried on under a British engineer and accountant, assisted by a competent European staff, and that any delay in restoring it to its former management, exceeding what was absolutely necessary for military purposes, of which the Commander-in-chief in Pechili must be the best judge, implied very serious loss to the bondholders and detriment to their security, even leaving out of consideration the material loss occasioned by the seizure and removal of working material necessary for the permanent equipment of the line.

Count Lamsdorff seemed to be under the impression that the Russian military authorities had only taken this material for the reconstruction of the line and for the repairs necessitated by its wholesale destruction by the Chinese insurgents.

As regards its transfer, he did not like to confuse the issue by relying too confidently on his memory, but he was certainly under the impression that when he had spoken to General Kuropatkine at Livadia about the possibility of handing over at once one section of the line in Pechili to the former management, that Minister had told him that Count Waldersee objected to the Russian military authorities handing over any part of the line without his permission; or until they had completed the task which he had assigned to them.

His Excellency seemed also inclined to think that there may have been mistakes and misunderstandings on both sides, and that it was quite possible that Military Commanders engaged in active operations lost sight at times of non-military interests as of secondary importance.

He repeated that the whole question would be thoroughly and impartially re-examined with a due regard to all interests involved, but he was happy to believe that the grounds of our complaint were to a great extent removed, as he understood that the railway line was being handed over, if not already handed over, to Count Waldersee.

I said that I had not yet heard that this had been done. I understood that the Russian Generals were dictating conditions for the surrender of their temporary occupation which seemed quite unacceptable, and I repeated to him what your Lordship had said as to the impossibility of Her Majesty's Government regarding themselves as bound by any engagements which the Russian Generals may

have made with Count Waldersee effecting British interests without their concurrence.

I may here add that I had not at that time received any intimation of Her Majesty's Government having finally withdrawn their opposition to the terms of surrender under negotiation with Count Waldersee.

No. 126.

*Lieutenant-General Sir A. Gaselee to Lord G. Hamilton. — (Communicated by India Office, January 30.)*

(Telegraphic.)

*Peking, January 29, 1901.*

ON the 25th instant the transfer of railway by the Russians to the Germans was completed. Tongshan reported to be in good order. Fifty waggon loads of machinery and material returned by the Russians to Shanhaikwan, from Manchuria to-day. General Schwarzhoff and Barrow held preliminary meeting regarding transfer of line of railway to the British; nearly all points settled, but date not yet fixed for the proposed transfer. In addition to management we shall take over local protection of line.

(Addressed Secretary of State for India. Repeated Military Secretary.)

No. 127.

*Acting Consul-General Campbell to the Marquess of Lansdowne. — (Received February 6, 1901.)*

My Lord,

*Tien-tsin, December 8, 1900.*

WITH reference to my despatch of the 28th November on the subject of trespasses on British-owned property by the Russian military authorities, I have the honour to inclose, for your Lordship's information, copies of a despatch and inclosures which I sent to Sir E. Satow on the 6th instant.

I have, &c.  
(Signed) C. W. CAMPBELL.

Inclosure 1 in No. 127.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, December 6, 1900.*

I HAVE the honour to inclose copies of a letter received from General Linévitch on the 24th November, and of the reply which I have just returned to it. I delayed my answer until now in order to give Messrs. Butterfield and Swire's agent, who has been ill, time to file copies of the documents bearing on their claim in this Consulate-General.

As you will observe, I avoided in both my notes to General Linévitch matters of argument and law as far as possible.

It is unnecessary to discuss in detail the General's dicta on riverine accretions and rights of way. If they were accurate, no person could be certain of a water frontage at Tien-tsin, and a water frontage is what merchants have in view when they purchase riverside land at high prices. Accretions are dealt with in accordance with well-recognized rules in China, and the rights of way along the river bank, whatever they are, have not been interfered with by either Forbes and Co. or Butterfield and Swire.

I have, &c.  
(Signed) C. W. CAMPBELL.

P.S.—A copy of this despatch and inclosures will be sent to the Foreign Office.

C. W. C.

## Inclosure 2 in No. 127.

*Lieutenant-General Linévitch to Acting Consul-General Campbell.*

M. le Consul,

*Tien-tsin, le 9 (22) Novembre, 1900.*

J'AI pris connaissance de votre communication en date du 17 Novembre courant, ainsi que des lettres de M. Fisher et de M. Southcott, au sujet des terrains occupés sur la rive gauche du Peiho.

Je suis aussi désireux que vous de régler cette question d'une manière amicale et équitable pour tous les intéressés, et j'espère que vous voudrez bien me seconder dans cette tâche.

Répondant à votre demande au sujet de la présence des drapeaux Russes et des planchettes qui auraient été enlevés vers le 15 Octobre, et ensuite replacés, je puis vous assurer que cela n'a pas été fait par les autorités militaires Russes ni par leur ordre. Les drapeaux sont actuellement placés sur le rivage exclusivement pour indiquer l'occupation militaire Russe, ainsi qu'il a été expliqué dans la lettre du Prince Wolkonsky, en date du 31 Octobre (13 Novembre), adressée à M. Fisher et à M. Southcott. Le rivage étant destiné au trafic général comme voie de communication et d'accès, ainsi que cela est établi non seulement sur l'autre rive du Peiho, mais aussi sur toutes les rivières navigables, je ne saurais admettre la prétention des dits sujets Britanniques à la possession exclusive du rivage. Cette prétention me paraît d'autant plus excessive que lors de l'acquisition du terrain par M. Forbes et Cie. la rivière mouillait presque la muraille de leur "compound" et que ce n'est que dans le courant des dernières années qu'il s'est formé, grâce à l'ensablement, une nouvelle bande de terre, qui, vous en conviendrez, n'avait pu être prévue ni stipulée dans l'acte d'achat primitif.

Il ressort donc de ce qui précède que la présence des drapeaux Russes sur le rivage ne peut aucunement intervenir dans les droits de M. Forbes et Cie. et de MM. Butterfield et Swire. Je suis au contraire tout prêt à reconnaître et à respecter, ainsi que je l'ai fait savoir dans ma déclaration à Messieurs les Consuls, les droits de propriété légaux de tous les sujets étrangers.

Étant persuadé que le Consulat-Général de Sa Majesté Britannique n'aurait pas soutenu des prétentions mal fondées, je ne mets en doute l'authenticité des titres des sujets Anglais susnommés, mais il me semble que la prétention de M. Fisher devrait être soumise à un examen juridique.

En tout cas je considère qu'il est dans l'intérêt des propriétaires de désigner clairement les limites de leurs possessions en présentant à qui de droit les pièces nécessaires afin de permettre aux autorités Russes de lever un plan général des terrains, de tracer des routes, &c., sans léser par inadvertance les droits des dits sujets Britanniques.

Afin de prévenir des malentendus qui ne pourraient que retarder le règlement amical de cette question je vous prie, M. le Consul, de prendre en considération ma déclaration au sujet d'achats de terrains sur la rive gauche, ces transactions devant être présentées à l'appréciation du Consulat Impérial de Russie.

Veuillez, &c.  
(Signé) N. LINÉVITCH.

(Translation.)

Sir,

*Tien-tsin, November (9) 22, 1900.*

I HAVE taken note of your communication of the 17th instant, as well as of the letters from Mr. Fisher and Mr. Southcott, on the subject of the land occupied on the left bank of the Peiho.

I am as anxious as yourself to settle this question amicably and equitably for all concerned, and I hope you will support me in this matter.

In reply to your demand on the subject of the presence of the Russian flags and notice boards, which are reported to have been removed about the 15th October and subsequently replaced, I can assure you that this was neither done by the Russian military authorities themselves nor by their orders. The flags, in point of fact, are planted on the river bank solely as an indication of the Russian military occupation, as Prince Wolkonsky explained in his letter of the 31st October (13th November) to Mr. Fisher and Mr. Southcott. As the river bank is given over to general traffic as a means of communication and access, in the same manner as the other bank of the Peiho, and all navigable rivers, I cannot admit the claim of the aforesaid British subjects to exclusive possession of the river bank. This claim seems to me all

the more excessive, as at the time of the acquisition of the land by Messrs. Forbes and Co. the river very nearly washed the wall of their "compound," and as it is only during the last few years that there has formed, thanks to the banking-up of the sand, a new strip of land, which you will agree could not have been foreseen nor stipulated for in the original sale contract.

From this it is clear, therefore, that the presence of the Russian flags on the bank can in no way interfere with the rights of Messrs. Forbes and Co. and of Messrs. Butterfield and Swire. I am, on the contrary, quite ready to acknowledge and to respect, as I have made known in my declaration to the Consuls, the legal proprietary rights of all foreign subjects.

Persuaded as I am that Her Britannic Majesty's Consulate-General would not have upheld any unfounded claims, I do not call in question the authentic character of the titles of the above-named British subjects, but it appears to me that the claim of Mr. Fisher should be submitted to a legal inquiry.

In any case I consider that it is in the interest of the proprietors to mark out clearly the limits of their possessions, producing in the right quarter the documents necessary to enable the Russian authorities to draw up a general plan of the land, to mark the roads, &c., without inadvertently infringing the rights of British subjects.

In order to avoid any misunderstanding, which would only delay the amicable solution of this question, I hope, Sir, that you will take note of my declaration on the subject of land purchases on the left bank, as these transactions must be submitted for the approval of the Imperial Russian Consulate.

I have, &c.  
(Signed) N. LINÉVITCH.

### Inclosure 3 in No. 127.

*Acting Consul-General Campbell to Lieutenant-General Linévitch.*

Sir,

*Tien-tsin, December 6, 1900.*

IN reply to your letter dated the 22nd November, I have the honour to observe that my note of the 17th November was a protest against certain action derogatory to the rights of British subjects, which you commenced to take some two months ago, and which you continue to take in spite of the objections of the British subjects.

In your letter under acknowledgment you appear to assume that I have acquiesced in the terms of a Circular which M. Poppé addressed to the Consular Body on the 6th November. To prevent any misapprehension, I have the honour to state that on the 8th November, in a letter to M. Poppé, I expressly reserved all British rights whatsoever over the land referred to in his Circular. I further informed M. Poppé that I should decline to allow the titles of British subjects, which were satisfactory to me, to be called in question by the Russian authorities, under any circumstances.

You are so good as to mention that you are persuaded that this Consulate-General will not support ill-founded claims, but it is evident that you consider the claims supported by me to be ill-founded, else, I presume you would not continue to keep the flags and notice boards, which you say indicate Russian military occupation, on the property of Forbes and Co., and Butterfield and Swire. And in effect you do refuse to recognize Messrs. Forbes and Co.'s right to a foreshore which, I have informed M. Poppé, is theirs; and you also throw doubt on Messrs. Butterfield and Swire's claim, which I have carefully inquired into and find to be just.

I take this opportunity of remarking that it is no part of the duty of British subjects to exhibit to Russian authorities their titles to Chinese land legitimately acquired from subjects of China. And you are doubtless aware that a mere declaration from you, such as M. Poppé sent me on the 8th November, is not sufficient, *vis-à-vis* British subjects and in view of my reservation of British rights, to entitle you to treat the territory referred to in the Declaration as Russian soil.

With reference to your statement that the flags and notice boards, removed on or about the 15th October, were not taken away by the Russian military authorities or by their order. I am assured by Mr. Southcott that Prince Wolkonsky promised the removal of those flags and notice boards on the 12th October, that they were removed on the 15th October, and that they were not replaced until the 3rd November. I mention these

facts to show that the original statement in my letter to you of the 17th November was not made at random.

In conclusion I should inform you that as your action with regard to the left bank of the Peiho affects materially British rights, public and private, in this port, all matters connected with it have been referred to Her Britannic Majesty's Government.

I avail, &c.  
(Signed) C. W. CAMPBELL.

No. 128.

*Acting Consul-General Campbell to the Marquess of Lansdowne.—(Received February 4, 1901.)*

My Lord,

*Tien-tsin, December 19, 1900.*

I HAVE the honour to inclose, for your Lordship's information, copies of a despatch and inclosure which I sent to Sir E. Satow to-day.

I should explain that the Russian Consul's letter of the 9th November, referred to in Inclosure 2, was a formal notice that all matters relating to the "prise de possession de terrain sur la rive gauche du Pei Ho par les autorités militaires Russes" should be referred to the Commander-in-chief of the Russian expeditionary force in Chihli.

I have, &c.  
(Signed) C. W. CAMPBELL.

Inclosure 1 in No. 128.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, December 19, 1900.*

I HAVE the honour to inclose copy of a note which I addressed to my Russian colleague in accordance with the instructions contained in your despatch of the 17th November.

A copy of this despatch and inclosures has been sent to Lord Lansdowne.

I have, &c.  
(Signed) C. W. CAMPBELL.

Inclosure 2 in No. 128.

*Acting Consul-General Campbell to M. Poppé.*

Sir and dear Colleague,

*Tien-tsin, December 17, 1900.*

I AM instructed to acknowledge the receipt of your letter of the 9th November and to inform you that Her Britannic Majesty's Government can only consider the action of the Russian military authorities in regard to the left bank of the Pei Ho as of a temporary character, and that it will of course cease when peace is restored.

I avail, &c.  
(Signed) C. W. CAMPBELL.

No 129.

*Lieutenant-General Sir A. Gaselee to India Office.—(Communicated by India Office, February 7.)*

(Telegraphic.)

*Peking, February 7, 1901.*

AFTER visiting Bridge works, Shanhaikwan, Mr Howard, Railway Administration, reports as follows:—

"The machinery which was removed by the Russians, and since returned, is in such disjointed condition, that it is impossible to judge of completeness. Tools, stores, materials returned are not one-hundred part of that removed from bridgework by



Russians ; greater part of quantity returned actually belonged to Tongshan. Whole office furniture, including standard drawing-room, which were all *in statu quo* twenty days before, removed by Russians. Bridgework presents pitiful spectacle, and is in a state of chaos."

(Addressed Secretary of State for India. Repeated Military Secretary.)

No. 130.

*Sir C. Scott to the Marquess of Lansdowne.—(Received February 15.)*

(Telegraphic.)

*St. Petersburg, February 15, 1901.*

REFERRING to my despatch of the 10th January :

The Minister for Foreign Affairs has to-day sent me a Memorandum informing me that the War Department state, in reply to the request for explanations from the military authorities of the borrowing of materials from the stores and workshops on the Shanhaikwan Railway, that in the absence of any stores or workshops to the north of Shanhaikwan it would have been impossible to work the northern section after the southern section had been surrendered to the Field-Marshal Commanding-in-chief.

Everything previously taken by the Russian military authorities has been returned to the parties to whom it belonged, now that the working of the northern section has been secured by the reservation of the right to the Russian military authorities to use the Shanhaikwan workshops.

No. 131.

*The Marquess of Lansdowne to Sir C. Scott.*

(Telegraphic.)

*Foreign Office, February 16, 1901.*

WITH reference to your telegram of the 15th instant, a report will be furnished by General Officer Commanding the British contingent in China on the statements made to you on the authority of the Russian military authorities, respecting the removal of machinery and stores from the Shanhaikwan Railway.

No. 132.

*Sir E. Satow to the Marquess of Lansdowne.—(Received February 18, 1901.)*

My Lord,

*Peking, December 26, 1900*

I HAVE the honour to inclose herewith to your Lordship copy of a letter addressed by the representative of the consulting engineers of the Imperial Chinese Railways, Messrs. Barry and Co., respecting the railway property at Tien-tsin and Tongshan.

I have, &c.

(Signed) ERNEST SATOW.

Inclosure in No. 132.

*Mr. E. P. Dease to the Director-General of Railways.*

*Imperial Railways of North China,*

Sir,

*Consulting Engineer's Office, Tien-tsin, December 20, 1900.*

I HAVE carefully examined the ground the Russian authorities have marked out with flags between Tien-tsin Railway Station and the Pei Ho.

Between the station yard and the river is the goods yard. At the south-west corner of this yard is a circular tank tower. From this tower, for about 700 feet along the river bank, the land is marked with a couple of stone pegs, bearing the inscription

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M 2

$\frac{R}{14}$  and  $\frac{R}{15}$  respectively.  $\frac{R}{14}$  is about 100 feet from the tank tower, and the distance between the pegs about 600 feet, making in all 700 feet from the tank tower to peg  $\frac{R}{15}$ .

Peg  $\frac{R}{15}$  is among the salt heaps, and quite 50 feet of the 600 feet between the pegs is taken up with salt heaps. The whole river face from the old road to the railway station from the Settlements, including the goods yard, for a long distance below peg  $\frac{R}{15}$  is marked with Russian flags.

There is a notice board at peg  $\frac{R}{14}$  bearing an inscription in English and Russian to the effect that the land has been taken up by order of the Commander of the Russian forces.

Of course, there is no question about the goods yard being anything but railway property, which will no doubt, at the close of the military occupation, be returned to the Chinese Government along with the railway. With regard, however, to the ground from the tank tower to peg  $\frac{R}{15}$ , although there can be no doubt that it is railway property, and marked in the recognized way with pegs bearing inscriptions showing its ownership, yet, as there are no plans of the land available, it will be as well to defer the question until such time as plans can be procured, and the Russians make a more definite and formal claim than they have done at present.

Mr. Bert, Engineer in charge of the Tongshan mines, who has just arrived at Tien-tsin from Tongshan, and who has been in Tongshan from its occupation by the Russians, tells me that he had not heard of, nor had he seen, any railway machinery removed by the Russians from the railway workshops at Tongshan, but they had certainly transferred some of the rolling-stock and engines from Tongshan to Shanhai-kwan and east of the Great Wall.

I am, &c.  
(Signed) E. P. DEASE.

No. 133.

*Sir E. Satow to the Marquess of Lansdowne.—(Received February 18, 1901.)*

(Extract.)

*Peking, December 26, 1900.*

ON the receipt of your Lordship's telegram of the 4th December, instructing me to endeavour to ascertain what part of the land seized at Tien-tsin by the Russian military authorities belongs to the Chinese Northern Railways, and to obtain a description of the machinery and stores said to have been removed by the Russian authorities from the railway workshops at Tongshan, I at once telegraphed to the Acting Consul-General at Tien-tsin and made inquiries from the British military authorities here. As Mr. Kinder was at that moment staying in Peking, I applied to him also for information.

I beg to inclose copy of a private letter which I received from Mr. Kinder in reply. As it was not specific enough for the purpose, I requested him to be so good as to call on me. In reply to questions I put to him, I learnt that he was not accurately informed as to the amount of ground in the vicinity of the railway station actually owned by the Chinese Northern Railways. A small village lying between the station and the river bank had been acquired, but the original owners had not given up their houses up to the time of the military operations in July last. In the course of the fighting round the railway station, these houses were destroyed. Some days after the relief of Tien-tsin the Russian military took possession of the offices of the Northern Chinese Railways, and broke open the safes in which the Accountant kept money and papers. The coin and silver bullion were appropriated, and some of the "railway notes" (a species of paper currency issued by the Chinese Northern Railways) were carried off, but afterwards thrown away when they proved to be valueless. Some of them, and torn portions of other papers, were seen lying in the street. If there were any title-deeds for the land on which the above-mentioned village originally stood, they probably disappeared on this

occasion. Of the original Directors of the North Chinese Railways, a Chinese named Yang was believed to be residing in Shanghai.

I beg also to inclose copy of a private letter from General Barrow, Chief of the Staff to General Gaselee, who has recently been at Tongshan and Tien-tsin. It throws no light upon the questions asked in your Lordship's telegram of the 4th December. General Barrow, in conversation after his return here, told me he had been over the workshops, and that the machinery appeared to be in excellent order.

Inclosure 1 in No. 133.

*Mr. C. W. Kinder to Sir E. Satow.*

Dear Sir Ernest,

*December 5, 1900.*

IT is quite true that a large portion of land belonging to Railway has been seized by the Russians for their "Concession." I cannot give area, but plans are being made to indicate our claim, in which every detail will be given. I can wire you area if you desire it.

The Chinese report to me that the Russians have removed some new machinery from the locomotive works at Tongshan, and a quantity of stores, but I have no other information to go upon, and none of my staff are allowed to enter the works.

Yours faithfully,  
(Signed) C. W. KINDER.

Inclosure 2 in No. 133.

*Major-General Barrow to Sir E. Satow.*

Dear Sir Ernest,

*December 7, 1900.*

PART of the land seized by the Russians at Tien-tsin is certainly Railway property, but I cannot give you any details, nor can I say of my own knowledge that Russians have taken stores and machinery from Tongshan.

Yours sincerely,  
(Signed) E. G. BARROW.

No. 134.

*Sir E. Satow to the Marquess of Lansdowne.—(Received February 18, 1901.)*

My Lord,

*Peking, December 30, 1900.*

WITH reference to your Lordship's telegram of the 4th instant, informing me of the statements made by the representatives of bondholders respecting the removal by the Russians of machinery and stores from Tongshan, the property of the Railway, I telegraphed on the 5th instant to the British Acting Consul-General at Tien-tsin asking for any information as to the description of the machinery and stores removed.

I have now received a despatch from Mr. Campbell, copy of which is inclosed, covering two letters which Mr. Kinder has communicated to him. These letters give details of removal of the railway property at Shan-hai-kuan.

I have reported to your Lordship by telegraph to-day the substance of the information contained in Mr. Campbell's despatch.

I have, &c.  
(For Sir Ernest Satow),  
(Signed) REGINALD TOWER.

Inclosure 1 in No. 134.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, December 26, 1900.*

REFERRING to your telegram of the 5th instant, I have the honour to inclose copies of two letters, which Mr. Kinder has kindly shown me, giving some details of the spoliation of the railway at Shan-hai-kuan by the Russians.

Mr. Burt, the Engineer-in-chief of the Chinese Engineering and Mining Company, has come lately from Tongshan, and he states that the railway works are being systematically emptied of "stores" including machines not yet installed, parts of machines, tools, iron, timber, &c. He assures me that he has seen some of these things loaded on trains himself.

I have, &c.  
(Signed) C. W. CAMPBELL.

Inclosure 2 in No. 134.

*Mr. W. G. Howard to Mr. C. W. Kinder.*

Sir,

*Shan-hai-kuan, December 16, 1900.*

I ARRIVED here on Tuesday last, the 11th instant, at 7:30 P.M., having left Tongshan at 10:30 A.M. per train. I made the journey from Tanku to Tongshan in carts, in which I spent three very miserable days. It rained all the first day, snowed all the second, and on the third we had a good old blizzard by way of a change. I was thankful when I arrived at Tongshan.

The line between Tongshan and Shan-hai-kuan seems still to be in fair order and condition, a little lumpy here and there; in many places there is only one fishbolt each side of rail joints. I did not see a single gang of plate-layers between Tongshan and Shan-hai-kuan.

Within the last few days Russians have cleared out the whole of our well-stocked tool-store and godown, leaving absolutely nothing but the bare walls.

I estimate that the Russians have bagged quite 50,000*l.* worth of stores, and have left the place quite helpless as regards tools and stores.

Ricketts has sent in a written protest to General Reid stating the value of stores taken away and probable consequence that will result for want of these stores when line is handed over to us.

I observed yesterday morning the Russians instructing the Germans in the use of switches, &c. There were also Germans on the locomotives. It is reported here that the Russians will clear out of Shan-hai-kuan in eight days time, leaving the line in the hands of the Germans.

The Russians have also cleared out all the stores, rails, switches and fittings, &c., from timber yards, not leaving even a hammer shaft, a sheet of glass, or a pot of paint: everything has been loaded up and taken away.

I also observe there are very few good cars remaining on the line between Tongshan and Shan-hai-kuan; all have gone outside wall.

The railway houses in front of Bridge Works are all standing, occupied by the Russians.

Up to date none of the machinery in girder or fitting shops has been taken away, but all fittings belonging to the large new plate edge planing machine which were in the store have been taken away, leaving only the heavy coatings which were laying out in front of the godown.

The new godown at the west end of Bridge Works has only been partly looted, and there still remains a considerable quantity of bar iron, steel, and rivets.

If line is going to be handed over soon, may I suggest your sending for Engstrom as soon as possible for Shan-hai-kuan running shed.

I have, &c.  
(Signed) W. G. HOWARD.

Inclosure 3 in No. 134.

*Mr. D. R. Ricketts to General Reid.*

Dear General Reid,

*Shan-hai-kuan, December 14, 1900.*

IN accordance with your instructions conveyed through Major Dickie, R.E., I beg to report that the Russian military authorities here have removed all the stores and material from the store-room and tool-store in the Bridge Works here, and also have removed several wagon-loads of timber from the engineer's store here. The Bridge Works stores were full of material required for the working and repairs of the railway to

the value of at least 50,000*l*. They are now completely empty and the materials have been, I am informed, removed to Chin Chow Fu. I personally saw what was in the stores, saw the materials loaded on wagons and the rooms empty.

I would remind you that these stores were taken over from the Chinese by us and by General Waldersee's order for the maintenance of the railway for the benefit of the Allies and their line of communication, and the Russians have no right to remove and appropriate anything belonging to the Shan-hai-kuan stores for their own peculiar benefit elsewhere without the consent of the Commander-in-chief of the allies. If this consent has not been obtained I suggest that a local protest be made against this removal of material and that the Russians be required to return to the store all material left in their charge for international uses. I may point out that it will be impossible to run the railway without supplies necessary for repairs, and that in the event of the railway being handed over to be worked by the British authorities great difficulty and expenses will be incurred by them if the above removal of material is passed over; also, that the railway plant and material between Shan-hai-kuan and Peking is held from the Chinese Government by British bondholders as security on a loan of funds to the Chinese Government, and that therefore they might expect the protection of the British authorities from unjustified spoliation.

Sincerely, &c.  
(Signed) D. R. RICKETTS.

No. 135.

*Sir C. Scott to the Marquess of Lansdowne.—(Received February 19.)*

My Lord,

*St. Petersburg, February 15, 1901.*

WITH reference to my despatch of the 10th January last, I have the honour to transmit to your Lordship herewith copy of a Memorandum which I have received from the Imperial Ministry for Foreign Affairs giving explanations with regard to the action of the Russian military authorities in taking materials from the stores and workshops on the Yangtsun-Shanhaikwan Railway.

The Memorandum stated that there were neither workshops, nor stores, nor materials to the north of Shanhaikwan, it would therefore have been impossible, without borrowing materials, to work the northern section of the line after the surrender of the southern to Count Waldersee. As, however, the working of the northern section is secured by the reservation of the right to the Russian authorities to use the Shanhaikwan workshops, everything previously taken by them has been restored to the parties to whom it belonged.

I have, &c.  
(Signed) CHARLES S. SCOTT.

Inclosure in No. 135.

*Memorandum.*

(Translation.)

IN consequence of the Memorandum from the British Embassy of the 9th January, 1901, the Imperial Ministry for Foreign Affairs requested the competent military authorities to furnish explanations with regard to the information communicated in that document as to the Russian authorities in China having borrowed materials from the stores and workshops on the Yangtsun-Shanhaikwan Railway line.

According to the statement of the War Department it was rendered necessary to borrow in this manner by the circumstance that on the section of the railway situated to the north of Shanhaikwan there were neither workshops, nor stores, nor materials, and that in view of this, after the surrender of the southern section (to Shanhaikwan) to Count Waldersee, it would have been impossible to work the northern section without the above-mentioned loan.

Moreover, in accordance with the conditions of the agreement as to the surrender of the line, the rolling-stock had to be divided in proportion to the length of the sections,

either left under Russian management or handed over to the jurisdiction of the Commander-in-chief of the allied forces; but no such arrangement was originally come to with regard to materials. Now, thanks to the fact that the working of the section of the line to the north of Shanhaikwan is secured by the reservation of the right to the Russian authorities to use the Shanhaikwan workshops, everything previously taken by them has been restored to the parties to whom it belonged.

*St. Petersburg, February 1 (14), 1901.*

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No. 136.

*India Office to Lieutenant-General Sir A. Gaselee.—(Communicated by India Office, February 21.)*

(Telegraphic.)

*India Office, February 19, 1901.*

PLEASE refer to your telegram of the 7th February.

The following telegram received by Foreign Office from British Ambassador at St. Petersburg:—

“The Minister for Foreign Affairs has to-day sent me a Memorandum informing me that the War Department state in reply to the request for explanations from the military authorities of the borrowing of materials from the stores and workshops on the Shanhaikwan Railway, that in the absence of any stores or workshops to the north of Shanhaikwan it would have been impossible to work the northern section after the southern section had been surrendered to the Field-Marshal Commanding-in-chief.

“Everything previously taken by the Russian military authorities has been returned to the parties to whom it belonged, now that the working of the northern section has been secured by the reservation of the right to the Russian military authorities to use the Shanhaikwan workshops.”

With reference to foregoing, please furnish a further report after careful investigation.

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No. 137.

*Lieutenant-General Sir A. Gaselee to India Office.—(Communicated by India Office, February 22.)*

(Telegraphic.)

*February 21, 1901.*

REFERRING to your telegram of the 19th instant; Russian Minister's explanation expresses correctly object with which use of Shanhaikwan workshops was conceded to Russians, but the statement to the effect that everything has been returned is not correct (*vide* my telegram of the 7th instant). I will direct railway authorities to report as soon as possible fully on the subject. Transfer of line of railway began to-day.

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No. 138.

*Lieutenant-General Sir A. Gaselee to India Office.—(Communicated by India Office, February 28.)*

(Telegraphic.)

*Peking, February 27, 1901.*

PLEASE refer to my telegram of 21st February.

MacDonald took over Tongshan workshops in satisfactory condition, except some duplicate parts of engines and some new machines which are missing. From to-day we are working railway throughout.

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No. 139.

*Sir E. Satow to the Marquess of Lansdowne.—(Received March 2.)*

My Lord,

*Peking, January 4, 1901.*

IN continuation of my despatch of the 30th December last respecting the Russian seizures at Shanhaikwan, I have the honour to transmit herewith copy of a further letter from Mr. Howard, the Manager of the Bridge Works at Shanhaikwan, received through the British Acting Consul-General at Tien-tsin, in which fuller details of the action of the Russian authorities are given.

I had the honour to telegraph the substance of this intelligence to your Lordship this day.

I have, &c.  
(For Sir Ernest Satow),  
(Signed) REGINALD TOWER.

Inclosure in No. 139.

*Mr. W. G. Howard to Mr. C. W. Kinder.*

Sir,

*Shanhaikwan, December 29, 1900.*

SINCE my last communication under date the 16th instant, the Russians have continued to remove the contents of the Bridge Works and are now busy loading up and sending away the material out of the new godown at the west end of the Bridge Works' yard, such as steel bars, round and square, galvanized sheet, steam-pipe and fittings, &c. They have also taken the steam crane, and this morning they are dismantling the punching and shearing machines in the girder shop, the cupolar out of moulding shop, and the machinery and shafting out of the fitting department.

Some of this material is being shipped by steamer from Shanhaikwan to Port Arthur, but the greater part is sent outside Wall. They have also taken large steam winch, hand-winches, grindstones, carpenter's lathes, glycerine, &c.—in fact, everything they can lay hands on.

I have reported this to General Reid, who is forwarding a despatch to Peking upon the matter to-morrow morning per Major Gould Adams.

I have, &c.  
(Signed) W. G. HOWARD.

No. 140.

*Sir E. Satow to the Marquess of Lansdowne.—(Received March 2.)*

My Lord,

*Peking, January 6, 1901.*

WITH reference to my despatch of the 13th November last and to subsequent reports on the subject of the Russian seizure of land at Tien-tsin, I have the honour to report that the Acting British Consul-General at Tien-tsin referred to Vice-Admiral Sir Edward Seymour the communication from the Russian Consul of that place of the 6th November (Inclosure 2 in my despatch of the 13th November, 1900), in which it is recorded that "the Russian troops swept the left bank of the Pei Ho" on the 23rd June last, and basing the appropriation by General Linévitch of the territory opposite the British Settlement upon the operation of the Russian troops.

Sir Edward Seymour has now forwarded to Mr. Acting Consul Campbell a Memorandum, copy of which is inclosed, drawn up by Commander Cradock, who led the British brigade operating with the Russians for the relief of Tien-tsin.

From this Memorandum it appears that, in the opinion of that officer, the statement by the Russian Consul is hardly borne out by the facts, and Mr. Campbell adds that Commander Cradock's outlines are corroborated in every particular by persons who were in a position to judge.

I have, &c.  
(For Sir Ernest Satow),  
(Signed) REGINALD TOWER.

## Inclosure in No. 140.

*Memorandum by Commander Cradock respecting Operations in Relief of Tien-tsin.*

ON Thursday, the 21st June, a body of 500 Russians and 200 Americans starting from Chun-liang-cheng (the half-way station) endeavoured to reach Tien-tsin. They were driven back, leaving several killed on the field, and the Americans, owing to what they said was want of support by the Russians, lost their gun. They retired with their wounded on Chun-liang-cheng. Their advance had been tried by the left bank of the railway and river. That evening the British Naval Brigade, Welsh Fusiliers, detachment of Royal Engineers, and some Italians coming up from Tong-ku met them, conferred, and camped by them.

Next morning, British and Italians, in spite of the Russian Colonel's protestations as to inadvisability, moved out, and with an armoured truck, a gun, a truck of sleepers and an engine, continued their advance.

Result. Rail was repaired and country cleared to within 8 miles of Tien-tsin.

Railhead was formed. Americans joined up later. Russian General, with two regiments and some Cossacks, came up from Tong-ku and formed camp on plain beyond railhead in the evening.

Saw Russian General and arranged for general advance in the morning.

June 23.—Moved out from camp at 3.30 A.M., and immediately after received message from General to request our mixed force of British, Americans, and Italians to clear the country and villages between the railway and left bank of the river. This was done. General said that Russians and Germans would take the right side of the railway. At the last creek (3 miles from Tien-tsin), owing to the bridges all national forces drew together to cross, and here there was some considerable opposition, a mine being blown up. The General requested my force to cross the bridges first, and also again asked me to continue my advance as before. This was done, country, villages, and all the houses opposite the settlement were cleared and set on fire, and not till opposite the British Consulate did the last of my men cross over. There was no more opposition, and the Chinese had fled. On the whole of the advance our left flank touched the river, and the right was well extended towards the railway. No Russian or German troops had anything whatever to do with clearing the left bank of the river.

At no time (except at the last creek when crossing) were they ever in sight; the railway embankment hid them.

(Signed)

CHRISTOPHER CRADOCK, *Commander,*  
*Commanding Naval Brigade.*

## No. 141.

*Sir E. Satow to the Marquess of Lansdowne.—(Received March 2.)*

My Lord,

*Peking, January 7, 1901.*

I HAVE the honour to transmit herewith translation of a communication from Field-Marshal Count von Waldersee to Lieutenant-General Sir Alfred Gaselee of the 3rd instant, respecting the section of the railway to Peking which had been repaired by the Japanese troops.

General Gaselee has telegraphed on the subject to Her Majesty's Minister at Tôkiô, and anticipated no serious opposition from the Japanese Government to an equitable arrangement, as soon as the whole railway line from Shanhaikwan to Peking shall have been transferred to British hands.

I have, &c.  
(For Sir Ernest Satow),  
(Signed) REGINALD TOWER.

## Inclosure in No. 141.

*Field-Marshal Count von Waldersee to Lieutenant-General Sir A. Gaselee.*

(Translation.)

*Army Head-quarters, Peking, January 3, 1900.*

HAS the honour to communicate to His Excellency that under date the 29th December, a letter has been received from General Yamaguchi, commanding Japanese troops, with reference to the proposal to hand over the Peking-Shanhaikwan section of the railway, in which it is stated as follows:—

“On this occasion I ask permission to draw your attention to the following facts:— At the time when the Japanese Railway Company commenced to repair the line, the Boxers were in force in the neighbourhood, and it became necessary to disperse them by force, which resulted in the death of an Engineer officer and several non-commissioned officers and men. Moreover, as it was not possible to procure locally the necessary materials for the repair of the railway, we had to send to Japan for them, and it was only through the arrival of this material that the Railway Company was able to bring the work to a satisfactory conclusion.

“For this reason it will be difficult for me, on my own authority, to hand over to the British army that section of the railway which has been repaired by the Japanese troops, and I believe it to be my duty to warn your Excellency that I shall be obliged to refer the matter to my Government when the question of the transfer of the railway is brought forward.”

(Signed)

A. WALDERSEE,  
*Commander-in-chief.*

## No. 142.

*Sir E. Satow to the Marquess of Lansdowne.—(Received March 2.)*

My Lord,

*Peking, January 8, 1901.*

I HAVE the honour to transmit herewith copy of the English text of the draft Convention between Russia and Germany for the transfer of the Railway, Shanhaikwan-Yang-tsun, to the German Army Head-quarters, brought up to date by the German Army Head-quarters to the 6th January.

I have, &amp;c.

(For Sir Ernest Satow),

(Signed) REGINALD TOWER.

## Inclosure in No. 142.

*Draft Convention for the Transfer on the part of the Russian Military Authorities of the Railway “Shanhaikwan-Yangtsun” to the Army Head-quarters, simultaneous with the abrogation of the Convention concluded between the latter and the Russian Military Authorities on October 13, 1900.*

(Translation.)

1. THE following Agreement, which takes the place of the one framed at Tien-tsin on the 13th October, 1900, between the office of the Commander-in-chief and the Russian Military authorities, has, as then, in view as sole object to regulate the military use of the line in the interests of all the allied armies, and in no way affects any proprietary claims.

2. The Russian Military authorities transfer and place at the disposal of the Army Head-quarters of the allied troops the line Yangtsun-Shanhaikwan, the majority of which was taken possession of by Russian troops, repaired, and worked by them. This includes all buildings, rolling-stock, workshops, and material required for the working of the line in so far as no special exceptions are hereinafter made.

3. The Russian Military authorities reserve for themselves that part of the line and working material of the station of Shanhaikwan, which is necessary to maintain the line Shanhaikwan-Newchwang in working order. The necessary division of the station of

Shanhaikwan is to be arranged by a special Agreement to be arrived at locally between the Russian Military authorities and Army Head-quarters.

4. Further, the Russian Military authorities reserve for themselves all workshops, workshop materials, and stores near Shanhaikwan which can be proved to have served for the purpose of erecting bridges, or were intended to serve such a purpose. As far as, from military considerations, the Army Head-quarters may consider it desirable to have the use of the fittings of the above works for the purpose of bridge building, the Russian Military authorities will not refuse their co-operation.

5. The entire rolling-stock which belongs to or may be found on the line Peking-Newchwang, including the branch line Sinminting, *i.e.*, will be so divided that half\* of the same is available for the line Shanhaikwan-Peking, the other for the line Shanhaikwan-Newchwang. Further, the Russian Military authorities will, for *military* purposes, place at free disposal rolling-stock to the extent of half their share obtained as above, as soon as and as long as the Army Head-quarters consider that the material of the line Shanhaikwan-Peking is not sufficient to meet the military requirements. The detailed partition, at which due regard is to be paid to power, condition, source, and age of engines and carriages, is to be settled locally in the manner already indicated in paragraph 3.

6. All engines and passenger carriages will, as a principle, remain on the line to which they have been allotted in accordance with paragraph 5. Goods-waggons must be taken over by one line from the other, but steps should be taken to reasonably replace the decrease of such rolling-stock on one line by the rapid return of the same or the transfer of an equivalent. For the use, if necessary, of the line Shanhaikwan Station-Chingwantau Station-Chingwantau Harbour no higher rates are to be charged the Russian Military authorities than are paid by other allies.

7. The Russian Military authorities will arrange with the several Powers for the compensation due in consequence of their expenses incurred by them in forwarding troops and stores of the allied armies.

8. As far as on the part of the Russian Military authorities Agreements have been entered into with third persons which may result in obligations on part of the Administration of the Shanhaikwan-Peking line, these must be brought to the notice of the Army Head-quarters before this Agreement is signed. The fulfilment of obligations which by that time have not been agreed to cannot thereafter be admitted.

9. As regards materials which have been required for the purpose of construction and working of the former Russian and German sections of the line, and which have been handed over or exchanged for purposes of mutual assistance, the Russian and German Military Railway authorities will furnish each other with receipts.

10. War material and stores at present lying at stations of Tien-tsin, Tongku, and Peitang may remain there until the recommencement of navigation enables its removal.

11. The actual surrender of the line commences on the \_\_\_\_\_, and is to end by \_\_\_\_\_. The working and protection of the line will then have to be taken over by the Army Head-quarters.

12. Prior to signing this Agreement, the Russian Representative present declared that the Russian Army Administration regards the line itself as the immediate guarantee for the expenses incurred in its repair. On the representatives of Army Head-quarters stating that this matter is beyond the scope of military discussion, and that it is one on which Army Head-quarters can give no decision, the Russian Representative agrees to the omission from this Agreement of a paragraph in the sense of his declaration.

*Peking, December 26, 1900.*

Brought up to date by German Army Head-quarters No. 121/01 A.O.K. of Peking, the 6th January, 1901.

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\* Proposal of the British military authorities: "Three-fifths for the section Shanhaikwan-Peking can, according to the statement of Colonel Keller, be arranged if the sentence in paragraph 5, *viz.*, from 'further, the Russian military authorities, &c.,' down to 'military requirements,' is changed to read, 'That on demand of Army Head-quarters, in case of military necessity, the Russian military authorities will help them as far as they can to the extent of two-fifths of the railway stock which falls to their share, on payment of the usual prices laid down in the Railway Traffic Agreement.'"

No. 143.

*Sir E. Satow to the Marquess of Lansdowne.—(Received March 2.)*

My Lord,

*Peking, January 9, 1901.*

WITH reference to my despatch of the 26th ultimo respecting the seizure of land at Tien-tsin by the Russian troops, I have the honour to transmit herewith copy of a letter sent by my instructions on the 17th ultimo, by the British Acting Consul-General at Tien-tsin to the Russian Consul, to the effect that Her Majesty's Government can only consider the action of the Russian military authorities in regard to the left bank of the Pei-ho as of a temporary character, and that it will, of course, cease when peace is restored.

I have this day learned from Mr. Campbell at Tien-tsin that the Russian Consul has issued a Circular to the Consular Body at that port, stating that, in consequence of an Agreement concluded between the Governments of Russia and China, Russia has acquired a Concession on the left bank of the Pei-ho, within the limits which are marked by boundary stones.

I inclose copy of the Russian Circular in question, dated the 24th December (6th January).

Mr. Campbell states that about 2½ miles of the river bank are included, opposite to the foreign Concessions, and that the Concession reaches to the railway line to the southward.

Mr. Tower called at the Russian Legation this morning, and was informed that the Circular of the 6th January was issued by the direction of M. de Giers, the Russian Minister, after an Agreement has been concluded, through Li Hung-chang, in the name of the Chinese Government with Russia. Mr. Tower was informed that the property belonging to Messrs. Butterfield and Swire, mentioned in my telegram of the 28th November, had not been included in the Russian Concession.

I had the honour to telegraph to your Lordship this day the substance of the above information.

I may add that on the 20th November the French Consul-General notified to the Consular Body that the French Concession had been increased. Copy of Mr. Campbell's despatch of the 24th November with its inclosures is annexed herewith.

I have further received from Mr. Campbell a despatch (copy of which is likewise inclosed of the 3rd instant), transmitting a Notification from the Japanese Consul that he "will not recognize the validity of any transfer of ownership of land or premises within specified limits, made after the 17th June, the day of the opening of hostilities, or those transfers which, although made before the above date, have not been duly verified by the Chinese authorities at the time of such transfers." The Japanese Consul informed Mr. Campbell at the time that the limits include a larger area than was conceded by the Chinese Government. Appended to Mr. Campbell's despatch is a copy of the Notification by the Japanese Consul.

I instructed Mr. Campbell, on the 7th instant, to report to me any action of the Japanese authorities in the extended area (beyond the limits of the original Concession granted by the Chinese Government) in any case where British interests are involved, and told him to inform the Japanese Consul that British rights are reserved in any case of such a nature.

I have, &amp;c.

(For Sir Ernest Satow),

(Signed)

REGINALD TOWER.

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 Inclosure 1 in No. 143.
*Acting Consul-General Campbell to M. Poppé.*

Sir and dear Colleague,

*Tien-tsin, December 17, 1900.*

I AM instructed to acknowledge the receipt of your letter of the 9th November, and to inform you that Her Britannic Majesty's Government can only consider the action of the Russian military authorities in regard to the left bank of the Pei-ho as of a temporary character, and that it will, of course, cease when peace is restored.

I have, &amp;c.

(Signed)

C. W. CAMPBELL.

Inclosure 2 in No. 143.

*M. Poppé to Consuls at Tien-tsin.*

(Circulaire.)

M. et cher Collègue,

*Le 24 Décembre, 1900 (6 Janvier, 1901).*

D'ORDRE de la Légation Impériale de Russie à Pékin, j'ai l'honneur de porter à votre connaissance qu'en vertu d'un accord conclu entre les Gouvernements Russe et Chinois, la Russie a acquis une Concession à Tien-tsin sur la rive gauche de Pei-ho, dans les limites qui sont marquées par des bornes en pierre.

Aucune rente, Concession, ou transmission de terrain après le 4 (17) Juin dernier sur le territoire en question, formant actuellement la Concession Russe, ne peut être reconnue comme valable, et tout Contrat postérieur à cette date sera considéré nul.

Je crois devoir ajouter que la Concession précitée est acquise par le Gouvernement Russe dans les conditions établies par la pratique des autres Concessions étrangères en Chine, et qu'il est bien entendu qu'aucune atteinte n'est portée aux droits que des étrangers pourraient avoir en vertu de titres réguliers antérieurs au 17 Juin dernier, et que ces droits seront au contraire scrupuleusement sauvegardés.

Veillez, &c.

(Signé) N. POPPÉ,  
*Consul de Russie, ad interim.*

(Translation.)

(Circular.)

Sir and dear Colleague,

*Tien-tsin, December 24, 1900 (January 6, 1901).*

BY order of the Imperial Russian Legation at Peking, I have the honour to inform you that, in accordance with an agreement concluded between the Russian and Chinese Governments, Russia has acquired a Concession at Tien-tsin on the left bank of the Pei-ho, within limits which are marked by boundary stones.

No sale, cession, or transfer of land after the 4th (17th) June last in the territory in question forming actually part of the Russian Concession, can be considered as valid, and every Contract subsequent to this date will be considered as null and void.

I have to add that the above-mentioned Concession is acquired by the Russian Government under the conditions observed in other Concessions to foreigners in China, and that it is quite understood that there is no infringement of the rights which foreigners might have by virtue of regular titles previous to 17th June last, and that these rights will on the contrary be scrupulously safeguarded.

I have, &c.

(Signed) N. POPPÉ,  
*Russian Consul, ad interim.*

Inclosure 3 in No. 143.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, November 24, 1900.*

I HAVE the honour to inclose copy of the express referred to in my telegram of yesterday. Although dated the 20th November, it was, as you may see from the note at the foot, issued on the morning of the 22nd November.

I am not aware whether or how the ground referred to by the French Consul-General was "actually annexed to the French Concession." This express is the first intimation I have had of the annexation, and I cannot learn that anybody else was earlier or better informed.

In principle there can be no objection to the extension of the French municipal control over the ground mentioned. The British community recognized at the time of their own municipal extension, and earlier, that the land now "annexed" must



eventually come under the French municipality, but it was naturally expected that the French authorities would go through the same preliminaries as we went through in 1897 and 1898. The preamble to the "Land Regulations of the British Municipal Extension, Tien-tsin," states that "it is understood that the obligation of other foreigners residing therein or owning property, leases, or feus therein anterior to the date of the Taotai's Proclamation to conform to and obey the said Regulations and subsequent bye-laws is derived from their individual assent, together with the sanction and approval of their own national authorities" (see inclosure in Mr. Bax - Ironside's despatch to this Consulate of the 7th June, 1899). That is to say, the individual consent of all foreigners concerned, and the approval of their Representatives at Peking, were obtained before the municipal extension was officially formed on the Land Regulations issued. There is a certain amount of British-owned property in the proposed French extra-Concession, and the owners will, I believe, expect the French Consular and municipal authorities to treat their rights with the same care as was shown by us in the British Municipal Extension of 1898.

I must also mention that in the British extension non-British owners were not required to verify their titles at this Consulate. They were invited to register them in the Municipal Council's Land Register as a matter of evident convenience, but the verification of the owner's Consul was always accepted as conclusive. In any case I do not think that it is advisable to admit the right of the French Consul-General to examine into British titles acquired before his "annexation." My verification, subject to your approval in any doubtful case, should be sufficient for his purpose.

The only other observation that occurs to me has reference to the declaration that the French Municipal Council "will not recognize the validity of any Contract posterior to the 17th June." I am aware of no transfers to British subjects since the 17th June, and of course I have no desire to embarrass M. du Chaylard vexatiously, but it is quite conceivable that the declaration as it stands might work injustice, and for that reason I draw attention to it. It is not reasonable to assume that the public between the 17th June and the 22nd November had sufficient notice of the French intentions to nullify all contracts made after the first date.

I have, &c.  
(Signed) C. W. CAMPBELL.

Inclosure 4 in No. 143.

*French Notification.*

LE Consul-Général de France, Président du Conseil Municipal, désirant prévenir les résidents étrangers contre les suites auxquelles ils s'exposeraient en achetant des terrains sur la partie actuellement annexée à la Concession Française, a l'honneur de les informer que le Conseil Municipal ne reconnaîtra la validité d'aucun contrat postérieur au 17 Juin, date de l'ouverture des hostilités.

Tous les propriétaires porteurs de titres régulièrement établis avant le 17 Juin sont invités à les produire au Consulat de France où ils seront dûment vérifiés et enregistrés.

L'extension de la Concession porte sur tous les terrains compris :—

1. Entre la Rue de Paris, la Taku Road, le Quai de France prolongé jusqu'à l'ancien bâtiment de la London Mission sur la ville Chinoise.

2. La zone située à l'ouest de la Concession Française limitée par la route de Taku, l'extra Concession Anglaise, la muraille de terre et une ligne partant de la dite muraille et aboutissant à la rivière devant le bâtiment de la London Mission.

Le Consul de France,  
(Signé) G. DU CHAYLARD.

Tien-tsin, le 20 Novembre, 1900.

(Translation.)

THE Consul-General of France, President of the Municipal Council, desiring to warn foreigners against the consequences of buying land actually forming part of the

French Concession, has the honour to inform them that the Municipal Council will not recognize the validity of any contract made subsequent to the 17th June, date of the commencement of hostilities.

All landowners whose titles were regularly established before the 17th June are requested to produce them at the French Consulate, where they will be duly verified and registered.

The extension of the Concession covers all land:—

1. Between the Rue de Paris, the Taku Road, the Quai de France prolonged as far as the old buildings of the London Mission in the Chinese town.

2. The zone lying west of the French Concession bounded by the Taku Road, the British extra Concession, the earthen wall and a line starting from the said wall and ending at the river before the London Mission buildings.

The French Consul,

(Signed) G. DU CHAYLARD.

Tien-tsin, November 20, 1900.

Inclosure 5 in No. 143.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, January 3, 1901.*

I HAVE the honour to inclose a Notification which was issued on the 28th December by my Japanese colleague, Mr. Tei, warning the public that "he will not recognize the validity of any transfer of ownership of land or premises within the following limits made after the 17th June, the day of the opening of hostilities, or those transfers which, although made before the above date, have not been duly verified by the Chinese authorities at the time of such transfers." The limits are then stated.

Mr. Tei is probably entitled to make such a rule with regard to land within the boundaries of the Settlement which was actually conceded to him by the Chinese Government; but the limits mentioned in his Notification include a much greater area. I can find no definite statement of the limits originally assigned to the Japanese Settlement.

Its inception dates from a few years back, but up to June last the boundaries had not been promulgated, though they were, of course, known to the Japanese and Chinese authorities and were roughly estimated by foreigners generally.

I am not aware up to the present that British subjects hold land within the territory mentioned, but if British property is included, the observations made in my despatch of the 24th November with reference to the French "annexation" appear to me to apply equally to the Japanese.

There is one other matter which it is necessary to draw attention to in connection with the Japanese Settlement. The main roads to the South and East Gates of the city pass through it, and it is essential that there should be no interference, without a common understanding, with the thoroughfares which have always existed between the British Concession and the city.

I have, &c.

(Signed) C. W. CAMPBELL.

P.S.—Japanese Consul when pointing out the boundaries of his Settlement, told me that they include a larger area than was conceded by the Chinese Government.

C. W. C.

Inclosure 6 in No. 143.

*Japanese Notification.*

HIS Imperial Japanese Majesty's Consul, being desirous to prevent the possible confounding of the right of ownership of land and premises within the limit of the Japanese Settlement, has the honour to notify that he will not recognize the validity of any transfer of right of ownership of land or premises within the following limits, made after the 17th June, the day of the opening of hostilities, or those transfers which, although made before date have not been duly verified by the Chinese authorities at the time of such transfers.

Limits of the Japanese Settlements :—

North.—From a point 600 feet westward of the Nau-men (the South Gate) to Chia-Kao along the ditch outside the Tien-tsin city wall.

North-East.—From Chia-Kao to the north-eastern boundary of the French Settlement along the Pei-ho.

East.—The boundary-line between the French and Japanese Concessions.

South.—The Mud Wall.

West.—The straight line drawn from the point 600 feet westward of the Nau-men (the South Gate) to the point 450 feet westward of the Hai-kwan-men (Mud Wall Gate near the Hai-kwan-men).

(Signed) NAGAMASA TEI,  
*His Imperial Japanese Majesty's Consul.*

December 28, 1900.

No. 144.

*India Office to Foreign Office.—(Received March 12.)*

Sir,

*India Office, March 12, 1901.*

I AM directed to forward herewith, for the information of the Marquess of Lansdowne, copy of two telegrams, dated Peking 8th and 9th March respectively, which have been received from the General Officer Commanding British contingent, China expedition, relating to Russian obstruction in connection with the transfer of certain railway property at Tien-tsin, Tongku, Shanhaikwan.

With reference to the last sentence of the telegram of the 9th March, Lord George Hamilton will be glad to learn what reply the Secretary of State for Foreign Affairs would wish to send.

I have, &c.  
(Signed) HARDWICKE.

Inclosure 1 in No. 144.

*Lieutenant-General Sir A. Gaselee to India Office.*

(Telegraphic.)

*Peking, March 8, 1901.*

THE transfer of certain railway property at Tien-tsin, Tongku, Shanhaikwan is greatly obstructed by the Russians. General Wogaack, commanding in Chihli, states that he believes buildings in question will be evacuated soon, but he has no authority to transfer them. This retention is contrary to Railway Convention of the 26th December. Russian Consul at Tien-tsin claims on behalf of Russian subjects proprietary rights over certain railway land, across which we require to construct military line to meet increased traffic. I have given orders for commencement of work, leaving to Russians *onus probandi*.

## Inclosure 2 in No. 144.

*Lieutenant-General Sir A. Gaselee to India Office.*

(Telegraphic.)

*Peking, March 9, 1901.*

PLEASE refer to my telegram of the 8th March.

Colonels MacDonald and Swann visited General Wogack and urged early evacuation of certain railway godowns, sidings, buildings, &c., in accordance with Russian-German Convention, paragraph 2. General expressed inability to give orders pending reference to Port Arthur. As regards land claims on behalf of Russian subjects at Tien-tsin, he said that it was not military affair. Wogack wrote to Director of the Railway on commencement of work at the siding, 7th March:—"In our last interview I agreed to act as a medium of communication regarding establishments occupied in several places by the Russian military authorities. I am sorry to have to state that, after the steps taken by the British military authorities in the Russian Concession, I am unable to do so any more in the case referred to and in any others that may arise."

## No. 145.

*Foreign Office to India Office.*

Sir,

*Foreign Office, March 13, 1901.*

I LAID before the Marquess of Lansdowne your letter of the 12th instant, inclosing a telegram from the General Officer Commanding the British contingent in China relating to Russian obstruction in connection with the transfer of certain railway property at Tien-tsin, Tongku, and Shanhaikwan.

The Railway Convention of the 26th December having been made between Field-Marshal Count von Waldersee and the Russian military authorities, I am directed by Lord Lansdowne to suggest that Lieutenant-General Sir A. Gaselee should be authorized to bring the facts to Count von Waldersee's notice, and to point out to him that, unless the Russians carry out their part of the Agreement, it cannot be expected that the British military authorities can give to the Russians the facilities conditionally accorded to them.

I am, &amp;c.

(Signed) FRANCIS BERTIE.

## No. 146.

*Sir E. Satow to the Marquess of Lansdowne.—(Received March 15.)*

(Telegraphic.)

*Peking, March 15, 1901.*

THIS morning the Russians have stationed sentries on a piece of land at Tien-tsin, where the British military authorities were constructing a siding, in order to prevent work being continued. This land is claimed by the Chinese Northern Railway, and forms part of the ground seized as a concession by the Russians (mentioned in my despatch of the 9th January), who state that it now belongs to a Russian subject.

No. 147.

*Sir E. Satow to the Marquess of Lansdowne.—(Received March 16.)*

My Lord,

*Peking, January 18, 1901.*

WITH reference to my despatch of the 4th January, I have the honour to inclose herewith to your Lordship copy of two inclosures in a despatch from the British Acting Consul-General at Tien-tsin, being reports to Mr. Kinder from some of his railway employés as to the treatment of the railway by the Russian military forces.

I have, &amp;c.

(Signed) ERNEST SATOW.

Inclosure 1 in No. 147.

*Mr. Dixon to Mr. Kinder.*

Sir,

*Tongshan, January 2, 1901.*

AS you have not been to Tongshan, I beg to inform you of the state of affairs here. I managed to get about half-way into the shops on the 29th December, but was turned out again. I then went up the new head-gear of the Mining Company's new shaft, and had a good look round. The railway yard seems to be very bare, and from what I can find out three-quarters of the material in the stores has been taken away, as well as the machines out of the shops. The engines are in a very bad state of repair up here. From conversation with several of the shed hands who are still in the employ of the Russians, I gather that the engines are not being washed out. From the description of the damage to Nos. 7, 19, 25, and 38, all the fire-boxes seem to have been burned. Two of the old drivers in the employ of the Russians tell me that all Baldwin's locomotives (10 by 20 ton cars) have been taken to Chin-chow, which may be right, as I can only find 30 by 10 by 20 ton cars at Tongshan. There are plenty of ballast cars, all the sidings at the junction being full. I can only find four covered cars. Nos. 81 and 82 (Emperor's cars) are being run to Shanhaikwan.

I have been trying to get into the new works, but was not allowed past the gates. I am told that the Russians have taken away all the new machinery from there. Two British civilians who passed through from Chin-chow the other day told me that that place was full of cars laden with drilling, punching, planing, and other machinery, as well as axles, wheels, and some cylinders. In addition to Baldwin's they have taken three of our old engines, Nos. 11, 20, and 31, to Chin-chow. On the 31st December I saw one of the suburban tank engines, No. 70, at Tongshan, but it was sent back next day. They are using your own private car, which is badly knocked about. They have also burnt up No. 8 locomotive cylinders.

I have, &amp;c.

(Signed) A. DIXON.

Inclosure 2 in No. 147.

*Mr. Rigby to Mr. Kinder.*

Dear Mr. Kinder,

*Newchwang, January 2, 1901.*

MY messenger to Chin-chow returned. He reports that there are some 300 Russians in Chin-chow, 40 or 50 at Ta-ling-ho, and 400 at Kao-pan-tzu. Tien-chuang-tai has a small guard. He assures me that there are no Russians in Hsin-min-tun or any town between there and Kao-pan-tzu, nor are there any between Kao-pan-tzu and Tien-chuang-tai. The country is full of robbers, whom the Russians are doing nothing to suppress. Trains are running as far as Ta-ling-ho. The temporary bridge there is in a very bad state, and nothing is being done towards its repair. In fact, east of Ta-ling-ho no repairs are being made to the line. This might possibly be used as an argument on our side.

The only things to be done are the repairs to Ta-ling-ho and Shuang-tai-tzu temporary bridges, relaying of track between Shuang-tai-tzu and Tu-chia-tai (about 8 miles), and repairs to earthwork. The material for repairing track is stored in

adjoining villages. All heavy plant is reported as being all right, but small stores, &c., are all stolen or burnt.

My messenger says he counted nine locomotives at Chin-chow and about 100 cars of all sorts. There are also two locomotives at Kao-pan-tzu both in repair, but not being used. The small engine taken from here by the Taotai, and disabled at Tien-chuang-tai, remains there untouched. The Russians have cleared Cox' house, which is occupied by soldiers. The store-keeper at Ta-ling-ho sends me the inclosed list of things removed, and suggests that Cox should write to the Russian authorities at Chin-chow and ask for them to be returned at once.

I have, &c.  
(Signed) E. H. RIGBY.

No. 148.

*Sir E. Satow to the Marquess of Lansdowne.—(Received March 16.)*

My Lord,

*Peking, January 24, 1901.*

WITH reference to my despatch of the 8th instant, I have the honour to inclose herewith to your Lordship copy and translation of an Army Order by Field-Marshal Count von Waldersee, and the German text, with translation, of the Russo-German Convention relating to the transfer of the Peking-Shanhaikwan line from the Russian to the German military authorities.

I have, &c.  
(Signed) ERNEST SATOW.

Inclosure in No. 148.

*Army Order.*

(Translation.)

THE Convention concluded to-day with the Russian military authorities with regard to the railway from Shanhaikwan to Peking is annexed herewith.

I have for the present entrusted the working of the whole line—Shanhaikwan to Peking—to the German railway battalion. The troops of the German, English, and Japanese detachments have temporarily taken over the repairing and guarding of the line. A time table for the whole line, and tariff for the passenger traffic conditionally permitted, will shortly be issued; till then, the Regulations issued up to the present by the Russian and German military railway authorities will remain in force.

(Signed) Count WALDERSEE, *Field-Marshal.*

*Army Head-quarters Palace, Peking,  
January 17, 1901.*

*Subject.*

DEALING with the transfer of the line from Shanhaikwan to Yangtzun by the Russian military authorities to the army head-quarters, thus terminating the Convention concluded by the latter and the Russian military authorities on the 13th October, 1900:—

1. The following Convention, which takes the place of that concluded at Tien-tsin on the 13th October between the army head-quarters and the Russian military authorities, has the same object as the former Agreement, *i.e.*, merely to regulate the military use of the railway in the interests of all the allied armies, and especially brings about no alteration in proprietary claims.

2. The Russian military authorities hand over to the disposal of the officer in supreme command of the allied troops the line between Yangtzun and Shanhaikwan, the greater part of which has been taken possession of, restored, and also worked by Russian



troops. The transfer includes all grounds used by the Railway Administration, means of working, workshops, and materials, unless special Regulations are later herein laid down.

3. The Russian military authorities reserve for themselves those portions of the railed road and means of working, the line belonging to the station of Shanhaikwan which are necessary in order to work the line Shanhaikwan to Newchwang. The division of the station at Shanhaikwan, which will, consequently be necessary, will be arranged by special Agreement, which will be concluded at the spot by representatives of the Russian military authorities and of army head-quarters.

4. The Russian military authorities further reserve possession of all the workshops, workshops' fittings, and stores at Shanhaikwan proved to have served the purposes of bridge construction, or to have been destined for such a purpose. If it should appear to the army head-quarters advisable to make use of the fittings of the above-mentioned property for the purpose of bridge construction, the Russian military authorities will not refuse their co-operation to that end.

5. The whole of the rolling-stock belonging to, or actually upon, the line Peking to Newchwang, inclusive of the branch line from Sinminting, will be so divided as to leave three-fifths of it at the disposal of the line from Shanhaikwan to Peking, and two-fifths for the line from Shanhaikwan to Newchwang. Should the army head-quarters desire it, the Russian military authorities will, in case of military necessity, lend half the share of material allotted to them on payment of the following prices per piece and per day :—

						Mex. dols.
Triple or more coupled locomotives	..	..	..	..	..	20
Double coupled locomotives	..	..	..	..	..	15
Lighter locomotives	..	..	..	..	..	10
Passenger carriages of all classes	..	..	..	..	..	1½
Luggage vans	..	..	..	..	..	1
Large trucks to carry 20 tons or more	..	..	..	..	..	1½
Smaller trucks to carry less than 20 tons	..	..	..	..	..	1

The individual division, in which due consideration must be had respecting capability, suitability, origin, and age of the locomotives, carriages, &c., will be determined on the spot, in a similar manner to that in No. 3.

6. All engines and passenger-carriages will in the future actually remain on that portion of the line to which they for the future belong in accordance with Article V. Trucks must be taken over from one part of the line to the other, but a diminution on one part is to be remedied in due course by the other part, either by returning the stock which does not belong to them as quickly as may be, or else by transferring their own stock.

Should the Russian military authorities make use of the line Shanhaikwan Station—Chingwantao Harbour—Chingwantao, they are not to be charged any higher rates than the other allies.

7. The Russian military authorities will come to a separate understanding with the Representatives of each Power with regard to the repayment of the expenses they have incurred by forwarding troops or property of the allied armies.

8. Should any agreements have been concluded by the Russian military authorities with third parties, which might entail obligations on the Direction of the Shanhaikwan—Peking line, such agreements must be brought to the knowledge of the army head-quarters. It cannot be permitted to fulfil obligations for which special sanction has not up to that time been obtained.

9. The Russian and German military railway authorities will give each other receipts in the case of materials which, for the purpose of building and working the single line, up to now Russian and German, have been bought, and either handed over or exchanged for mutual advantage.

10. War and military material which is at the present time still at the stations of Tien-tsin, Tongku, and Peitang can remain stored there until the opening of navigation permits of its removal.

11. The actual transfer of the line commences on the 6th (19th) January, and must be completed by the 12th (25th) January. After this time the working and protection of the line is taken over by the army head-quarters.

12. Before signature of the Convention the Russian Representative present declared that the Russian Army Administration looks upon the line itself as the immediate guarantee for the costs they have incurred in the restoration of the line.

Upon the declaration by the representatives of army head-quarters that this point was beyond the limits of military negotiations, and that army head-quarters was quite unable

to take up any position with regard to it, the Russian Representative said he would not add a condition to the Convention in the sense of the above-mentioned declaration.

For Army Head-quarters :

Chief of the Staff,

(Signed) VON SCHWARZHOFF.

For the Russian Military Authorities,

(Signed) Colonel VON KELLER.

True copy :

(Signed) Major BAUER.

Army Head-quarters Winter Palace,

January 4 (17), 1901.

No. 149.

*Acting Consul-General Campbell to the Marquess of Lansdowne.—(Received March 16.)*

My Lord,

Tien-tsin, January 31, 1901.

I HAVE the honour to inclose copies of a despatch and inclosure which I sent to Sir E. Satow on the 29th instant regarding the Russian Concession at this port.

I have, &c.

(Signed) C. W. CAMPBELL.

Inclosure 1 in No. 149.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

Tien-tsin, January 29, 1901.

I HAVE the honour to inclose what I believe to be an authentic copy and translation of the Chinese version of the Agreement referred to by the Russian Consul in his Circular of the 6th January (Inclosure No. 1 in my despatch of the 7th January). As you will observe, the terms of it leave room for modification of the area to be definitely included within the limits of the Russian Concession.

I desire, however, to draw your attention to that part of Article 1 in which it is laid down that the "salt-heap area" (or areas) is to be excluded from the Concession. The salt heaps line the bank of the river above and below the railway station, and the "area" may or may not be construed to include the foreshore belonging to the Chinese Railway Administration, which lies between two collections of salt heaps; but they are mainly opposite the French Concession and they just fail to reach that portion of the bank opposite the British Concession.

The effect is, therefore, to exclude, without saying it in so many words, what may be called the French frontage, leaving the whole of the British frontage and half of the German to form the bund of the Russian Concession.

I am sending copies of this despatch and inclosures to Lord Lansdowne.

I have, &c.

(Signed) C. W. CAMPBELL.

Inclosure 2 in No. 149.

*Agreement concluded between M. de Giers and Viceroy Li, dated December 31, 1900.*

(Translation.)

WHEREAS Russian trade at Tien-tsin being on the increase, it is necessary that Russia should obtain a Concession to enable her merchants to reside there and establish business premises; and

Whereas the Chinese Government has consented to set apart a Russian Concession to the north-east of Tien-tsin city;

His Excellency Li, Viceroy of Chihli, &c., and M. de Giers, Minister Plenipotentiary of Russia, &c., have concluded an Agreement, the terms of which are as follows:—

Article 1. The Russian Concession at Tien-tsin shall be established to the east of the

river, and shall be a plot roughly included within the boundary-marks which have been erected. The salt area bordering the river, which is within these marks, shall, as it involves interests of importance, be excluded from the Concession.

Art. 2.\* Alterations which may be necessary when the Concession comes to be surveyed and delimited, and all matters connected with the administration of the plot which concern the interests of land-owners, shall be dealt with in accordance with the regulations and practice obtaining in other foreign Concessions. Special Deputies shall be appointed by both Governments to draw up the various regulations for the management of the Russian Concession.

In token whereof duplicate copies of this Agreement have been signed and sealed, embodying the above Articles with reference to the Russian Concession at Tien-tsin.

Done at Peking, this 10th day of the 11th moon in the 26th year of Kwang Hsü (31st December, 1900).

#### No. 150.

*Major-General Barrow to India Office.—(Communicated by India Office, March 16.)*

(Telegraphic.)

*Peking, March 15, 1901.*

LIEUTENANT-GENERAL GASELEE'S telegram of the 9th March.

Russians placed sentries across the siding this morning, to prevent working. Small Russian reinforcements arriving Tien-tsin by rail.

After consulting British Minister I have telegraphed to General Campbell:—

*Telegram begins:* You should endeavour to avoid collision pending reference to the Home Government. Instruct railway to refuse facilities to Russian troops either at Shanhaikwan, Tong Ku, or Tien-tsin until they have vacated all railway property. Can you not continue working portions of the ground not occupied? Above subject to any orders you may get direct from Sir A. Gaselee. *Ends.*

#### No. 151.

*Major-General Barrow to India Office.—(Communicated by India Office, March 16.)*

(Telegraphic.)

*Peking, March 16, 1901.*

SEE my telegram of the 15th March.

I have received following telegram from General Campbell: "I have interviewed General Wogack. He states that he had strict orders to stop work, and has been reprimanded for allowing it to continue so long. He proposed we should withdraw troops, and, as he is going to Port Arthur day after to-morrow, offered to arrange for separate siding for the use of the allies, with the sanction of Russian authorities. Executive Officer would commence *de novo* by asking leave to pass over disputed land, thereby giving military acknowledgment of Russian claim. I expressed to him my thanks for his courtesy. Troops remain where they were." *Ends.*

General Campbell had not heard from Sir A. Gaselee, so I told him that his action appeared to me correct, subject to any orders from the latter.

Have just received repeated telegram from Gaselee to Campbell orders for suspension of work and settlement of the title to land by diplomatic action, also, if possible, mutual withdrawal of guards. Campbell doubtless acting upon this, as strained situation is dangerous. Solicit instructions as early as possible.

\* The Chinese of this Article is not clear. The meaning of the last sentence is probably that special Deputies shall be appointed by both Governments to draw up the Regulations governing the two matters referred to in the first sentence.

## No. 152.

*Major-General Barrow to India Office.*—(Communicated by India Office, March 16.)

(Telegraphic.)

*Peking, March 16, 1901.*

GENERAL CAMPBELL received visit from General Wogack last night. He was anxious to avoid collision, but his orders preclude withdrawal. Both guards remain in situation, but have strict orders against aggressive action. Disturbance is not anticipated.

## No. 153.

*Sir E. Satow to the Marquess of Lansdowne.*—(Received March 16.)

(Telegraphic.)

*Peking, March 16, 1901.*

I LEARN that General Lorne Campbell, at Tien-tsin, has been informed by the Russian General that he can suggest no other solution than that we should withdraw the British guard and working party; further, that we should request permission of the Russian authorities to construct the railway siding for international use.

The instructions given to the British General Officer Commanding at Tien-tsin are that he should keep the peace, while holding his ground, though the attitude assumed by the Russian soldiers is reported to be rather of a provocative nature.

## No. 154.

*India Office to Lieutenant-General Sir A. Gaselee.*—(Communicated by India Office, March 16.)

(Telegraphic.)

*India Office, March 15, 1901.*

YOUR telegram of the 9th March.

You should represent facts to Waldersee and request his support, as the Railway Convention was made between Waldersee and Russians. Point out that unless Russians carry out their part of the agreement, it cannot be expected that British will give them railway facilities granted conditionally.

## No. 155.

*Major-General Barrow to India Office.*—(Communicated by India Office, March 16.)

(Telegraphic.)

*Peking, March 16, 1901.*

IN answer to your telegram of the 15th March I will see Schwartzoff, Chief of Staff. Waldersee unfortunately gone to Kiao-chau.

## No. 156.

*India Office to Lieutenant-General Sir A. Gaselee.*—(Communicated by India Office, March 16.)

(Telegraphic.)

*India Office, March 16, 1901.*

COUNT WALDERSEE, as Commander-in-chief of the allied forces in Chih-li, can most conveniently settle the dispute which has arisen as to right of British and Russian troops to occupy certain points.

You should, therefore, apply to him to settle the immediate differences between the British and Russian military authorities at Tien-tsin, reserving the question of the validity of the Concession as a whole, or of proprietary rights within it, for future examination.

In the meantime, do not use force except to repel aggression, and do not eject Russian sentries.

Foreign Office is communicating with Sir E. Satow.

No. 157.

*The Marquess of Lansdowne to Sir F. Lascelles.*

(Telegraphic.)

*Foreign Office, March 16, 1901.*

A TELEGRAM has been received, dated the 15th March, from His Majesty's Minister at Peking, reporting that sentries have been placed by the Russian military authorities on a piece of land at Tien-tsin which the Chinese Northern Railway claim as their property, and where a siding was being constructed by the British military authorities, their object being to prevent this work being proceeded with.

The land in question forms part of that recently appropriated as a Concession by the Russians.

Instructions have been sent to General Gaselee to the effect that the question as to the right of British and Russian troops to occupy certain points is one which Count Waldersee, as Commander-in-chief of the allied forces in Chihli, can most conveniently settle.

He has therefore been directed to apply to Count Waldersee to settle the immediate differences which have arisen between the British and Russian military authorities at Tien-tsin, while reserving for future examination the question of the validity of the Concession as a whole, or of proprietary rights within it for future examination.

He is not, in the meantime, to eject the Russian sentries, or to make use of force, except to repel aggression on their part.

I request that you will urge the German Government at once to issue instructions to Count Waldersee to act in the manner proposed above.

No. 158.

*The Marquess of Lansdowne to Sir E. Satow.*

(Telegraphic.)

*Foreign Office, March 16, 1901.*

ANGLO-RUSSIAN dispute at Tien-tsin.

Instructions are being given to the General Officer Commanding in China by telegraph to the effect that the dispute is one which Count Waldersee, as Commander-in-chief of the allied forces in Chih-li, can most conveniently settle.

He is therefore instructed to apply to Count Waldersee to settle the immediate differences which have arisen between the British and Russian military authorities at Tien-tsin, while reserving for future examination the question of the validity of the Russian Concession as a whole or of proprietary rights within it.

He is not, in the meantime, to eject the Russian sentries, or to make use of force except to repel aggression on their part.

You should afford all the assistance in your power to the General Officer Commanding in strengthening the argument as to the right of British troops to remain where they are which he will address to Count Waldersee.

His Majesty's Ambassador at Berlin has been instructed to request the German Government to give Count Waldersee the requisite instructions.

No. 159.

*Major-General Barrow to India Office.—(Communicated by India Office, March 17.)*

(Telegraphic.)

*Peking, March 17, 1901.*

I HAVE received following telegram from Campbell:—

"No change in situation. Guards face each other on the ground in question. By arrangement with Wogack neither side advances. I tried again to arrange mutual and synchronous withdrawal of both, but failed, as he said he could not recognize any terms involving movement of Russian troops within Russian territory except on Russian initiative. Practically, he wishes the movement to be acknowledgment of our having committed armed trespass on Russian territory. Guards therefore remain as before. To-morrow General Wogack leaves for Port Arthur." *Message ends.*

No. 160.

*Major-General Barrow to India Office.—(Communicated by India Office, March 17.)*

(Telegraphic.)

*Peking, March 17, 1901.*

PLEASE see your telegram of 16th March.

I saw Schwartzoff yesterday; also addressed him officially. I am suggesting that both parties should be told to withdraw troops from disputed point by Field-Marshal Commanding-in-chief. Local authorities have always been most averse to give up railway.

No. 161.

*Major-General Barrow to India Office.—(Communicated by India Office March 18.)*

(Telegraphic.)

*Peking, March 18, 1901.*

IN continuation of my telegram of 17th March:

In the name of Field-Marshal, General Schwarzhoff will order both parties to withdraw troops and discontinue work pending a settlement of question in dispute between the two Governments. Irrespective of the question of proprietary rights, construction of siding is essential to the service of the allied forces, and, therefore, concurrence of the Russian Government should be obtained for the construction.

No. 162.

*Foreign Office to India Office.*

Sir,

*Foreign Office, March 19, 1901.*

GENERAL BARROW, in his telegram of 18th March (communicated to this Department on the 18th instant), states that, irrespective of the question of proprietary rights over the land at Tien-tsin occupied by the Russians, the construction of a railway siding at that place is essential to the service of the allied forces.

If this is the case, it appears to the Marquess of Lansdowne that the Commander-in-chief of the allied forces in Pechili should give the requisite instructions to the British military authorities to construct their siding and to the Russian military authorities not to oppose its construction, the rights to the land traversed being left for future discussion and settlement.

I am directed by his Lordship to suggest that the General Officer Commanding the British contingent should be instructed to represent this view to Field-Marshal Count von Waldersee.

I am, &amp;c.

(Signed) FRANCIS BERTIE.

No. 163.

*Sir C. Scott to the Marquess of Lansdowne.—(Received March 20.)*

(Telegraphic.)

*St. Petersburg, March 20, 1901.*

WHEN I saw Count Lamsdorff to-day, he spoke to me of his own initiative with reference to recent occurrences at Tien-tsin, and stated that both he and the Minister of War had not yet received details, but that they were both anxious to avoid possible complications.

M. de Giers has been instructed to report by telegraph, but his Excellency desires me to submit to your Lordship, at once, a proposal that orders may be sent for the simultaneous withdrawal of troops of both nationalities from the ground in dispute, while the question of title and proprietary rights shall be reserved for examination between the



two Governments. If His Majesty's Government agree to adopt this course, the Russian Minister of War will immediately telegraph implicit instructions in this sense.

The Imperial Government is, Count Lamsdorff assured me, most anxious to avoid anything that might lead to friction between the two Governments or give China reason to believe that there was any serious disagreement between us.

## No. 164.

*India Office to Major-General Barrow.—(Communicated by India Office, March 20.)*

(Telegraphic.)

*India Office, March 20, 1901.*

THE situation in Tien-tsin has become acute owing to allegation by Russians that British troops have offered affront to Russian flag. As there is a dispute with regard to the facts, we are content to refer them to Count Waldersee, or to any Court which he may appoint, upon the understanding that if either side is found to have committed irregularities it shall apologize to the other. The construction of the siding, which is, we are advised, essential for the convenience of the allied forces, should be continued under any conditions which Count Waldersee may think desirable, subject to the reservations mentioned in my telegram of 16th March, till matters are settled. Either General Gaselee or General Barrow should be on the spot at Tien-tsin.

## No. 165.

*India Office to Foreign Office.—(Received March 21.)*

Sir,

*India Office, March 20, 1901.*

I AM directed to forward herewith, for the information of the Marquess of Lansdowne, copy of three telegrams, dated the 19th and 20th instant, which have been received from General Barrow, relating to the situation at Tien-tsin.

I am, &c.

(Signed) **HARDWICKE.**

## Inclosure 1 in No. 165.

*Major-General Barrow to India Office.*

(Telegraphic.)

*Peking, March 19, 1901.*

REFERRING to my telegram of 18th March:

Wogack has replied to Schwartzhoff's telegram, regretting inability to accept proposed arrangement, as the question in dispute has nothing to do with the fact of armed violation of the ground demarcated by Russian flags; this is not regarded by Schwartzhoff as final, as his letter on the subject had not reached Wogack. Moreover, former wishes to await Field-Marshal's return to-night. I propose, if necessary, to reinforce garrison by Australians from here and marines from Taku: also by detachment of Hong Kong regiment now on the railway, and am making preliminary arrangements.

## Inclosure 2 in No. 165.

*Major-General Barrow to India Office.*

(Telegraphic.)

*Peking, March 19, 1901.*

I HAVE received following telegram from General Campbell:—

"No change in position of guards. Russians running a road along the bank of river which, at present width and alignment, will cut position of our sentries at the head of siding to-morrow. I have sent courteous message hoping that sentries' beat may not be interfered with, as my orders preclude moving the sentries. I have received letter from

Wogack accusing us of having moved Russian boundary pillars, which is not the case. Letter goes on to demand, irrespective of what ownership of land may be, that British military authorities should apologize for violating Russian territory as demarcated by their flags. I propose simply to acknowledge its receipt."

Inclosure 3 in No. 165.

*Major-General Barrow to India Office.*

(Telegraphic.)

*Peking, March 20, 1901.*

IN continuation of my telegram of 19th March :

I am dispatching 100 marines from Taku, 60 Australians from here, and 200 Hong Kong regiment to reinforce Tien-tsin garrison, in case of untoward disturbance. I have telegraphed to Wei-hai Wei to detain Gaselee. Field-Marshal Commanding-in-chief has arrived at Tien-tsin. I have given orders for Campbell to see him at once and explain the situation to him.

No. 166.

*The Marquess of Lansdowne to Sir F. Lascelles.*

(Telegraphic.)

*Foreign Office, March 20, 1901.*

INSTRUCTIONS have been sent to the General Officer Commanding British troops in China as follows :—

"The situation at Tien-tsin has become acute, owing to a Russian allegation that an affront has been offered to the Russian flag by British troops.

"As there is a dispute with regard to the facts, we are content to refer them to Count Waldersee, or to any Court which he may appoint, upon the understanding that if either side is found to have committed irregularities, it shall apologize to the other."

Subject to the reservations mentioned in my telegram of the 16th March, the continuation of the siding, which is, we are advised, essential for the convenience of the allied forces, should be proceeded with under any conditions which Count Waldersee may think desirable. (See my telegram of the 16th March.)

You should urge the German Government to send Count Waldersee the requisite orders.

No. 167.

*Sir F. Lascelles to the Marquess of Lansdowne.—(Received March 21.)*

(Telegraphic.)

*Berlin, March 21, 1901.*

I HAVE the honour to inform your Lordship, in reply to your telegram of 20th March, that the night before last Count Waldersee was instructed by telegraph to take cognizance of the Anglo-Russian dispute at Tien-tsin should the British Commanding Officer appeal to him, and leaving to the two Governments to settle the question of right, to decide the question from a military point of view only.

No. 168.

*The Marquess of Lansdowne to Sir U. Scott.*

(Telegraphic.)

*Foreign Office, March 21, 1901.*

DISPUTE at Tien-tsin.

You should inform Count Lamsdorff that His Majesty's Government entirely concur in the policy indicated in the final sentence of your telegram of the 20th March.

This has already been shown by the proposals contained in my telegram

to Sir F. Lascelles of the 16th March, which accord in principle with those which Count Lamsdorff now makes.

Our military authorities will be instructed to carry out the withdrawal of our troops from the disputed points simultaneously with that of the Russians.

In order to avoid all risk of misunderstanding as to matters of detail, I think it should be arranged that such withdrawal shall be to the satisfaction of Count Waldersee.

Questions as to the validity of the Concession and of proprietary rights within it must be reserved for future examination, and, as we have already said, the settlement of the military difficulty must be without prejudice to them.

No. 169.

*India Office to Major-General Barrow.—(Communicated by India Office, March 22.)*

(Telegraphic.)

*India Office, March 21, 1901.*

THE Russian Government has made proposal for immediate simultaneous withdrawal of troops on both sides from disputed points, leaving all questions of title and proprietary right for future examination between the two Governments. Russian Minister of War will, we understand, telegraph explicit instructions in this sense. You should inform Count Waldersee, confidentially, that His Majesty's Government has agreed to this proposal, and they have further suggested to the Russian Government that the joint withdrawal of troops is to be carried out to his satisfaction, so that all risk of misunderstanding as to matters of detail may be avoided.

No. 170.

*Sir C. Scott to the Marquess of Lansdowne.—(Received March 22.)*

(Telegraphic.)

*St. Petersburg, March 22, 1901.*

I READ to Count Lamsdorff the message contained in your Lordship's telegram of the 21st instant, calling his special attention to the last paragraph. His Excellency expressed his pleasure at receiving it, and added that he was glad to learn, in a telegram which he had received from M. de Giers, that amicable explanations and a settlement between the Russian and British military authorities, without Count Waldersee's intervention, had satisfactorily closed the military incident.

The removal of a Russian post, for which, as it was now explained, the British military authorities were in no way responsible, had apparently been the cause of alleged offence.

No. 171.

*India Office to Foreign Office.—(Received March 23.)*

Sir,

*India Office, March 22, 1901.*

I AM directed to forward herewith, for the information of the Marquess of Lansdowne, copies of telegrams which have been received from the General Officer Commanding, China, dated the 21st and 22nd March, 1901.

I am, &c.

(Signed) E. STEDMAN, *Major-General,*  
*Military Secretary.*

## Inclosure 1 in No. 171.

*Major-General Barrow to India Office.*

(Telegraphic.)

*Peking, March 21, 1901.*

I HAVE to report that Tien-tsin incident is closed. Met by Wogack here to-day, and in Field-Marshal's presence arranged amicable withdrawal of sentries both sides, 5 o'clock morning 22nd March. Engaged not to renew work at siding pending the receipt of orders of Government. I am therefore ordering Marine Light Infantry back to Taku. When I have received Grierson's translation of German text I will telegraph more fully.

## Inclosure 2 in No. 171.

*Major-General Barrow to India Office.*

(Telegraphic.)

*Peking, March 22, 1901.*

I HAVE received your Lordship's telegram of 20th March.

I am not aware that there has been any affront upon the Russian flag, nor did Russian General press that point at the meeting 21st March. I refused to discuss the question of validity, but gave assurance no insult to flag was intended. I hope mutual withdrawal of the guards, morning 22nd March, will render further reference to the Field-Marshal Commanding-in-chief unnecessary, especially as Wogack does not ask for apology. I will go to Tien-tsin if matter not settled as arranged for 22nd March, but absence from here most inconvenient to public business, as Gaselee has gone to Shanghae. After hearing from Tien-tsin I will send full particulars asked for.

## No. 172.

*India Office to Foreign Office.—(Received March 23.)*

Sir,

*India Office, March 23, 1901.*

IN continuation of this Department letter, dated the 22nd March, I am directed to forward herewith, for the information of the Marquess of Lansdowne, copy of telegram, dated the 22nd instant, received from the General Officer Commanding, China, and one from the Secretary of State for India to the General Officer Commanding, China.

I am, &amp;c.

(Signed) E. STEDMAN, *Major-General,*  
*Military Secretary.*

## Inclosure 1 in No. 172.

*Major-General Barrow to India Office.*

(Telegraphic.)

*Peking, March 22, 1901.*

IN continuation of my telegram of 21st March. Abbreviated text of the agreement signed by Waldersee, Barrow, and Wogack is as follows:—

“With a view to the termination of the incident caused by the construction of the siding for international use, at a meeting held at Field-Marshal's head-quarters 21st March Barrow declared: firstly, that no insult to the Russian flag was intended by British authorities, and that alleged removal from boundaries marked, carried out neither under instruction nor with the knowledge of the same; secondly, that work will not continue until right of possession regulated by two Governments, or a mutual agreement arrived at; thirdly, that the British guard and sentries will be withdrawn. Wogack declares that the Russian guard and sentries shall also withdraw. For withdrawal agreed that both guards fall in at 5 o'clock morning 22nd March at guard tent, that sentries be

withdrawn to them, that both guards then present arms, whereupon officers commanding shall turn about guard and march off."

I refused to discuss at the meeting the question of proprietary rights or the validity of our action, and I said that all he and I were concerned with was the termination of the acute tension caused by the propinquity of the troops.

Campbell has just reported mutual withdrawal has taken place in accordance with the agreement reported above.

Inclosure 2 in No. 172.

*Major-General Barrow to India Office.*

(Telegraphic.)

*Peking, March 22, 1901.*

I HAVE received following telegram from Campbell :--

"All quiet to-day : the Russians have, however, continued work and plantation of fresh flags on the siding itself."

This is absolutely contrary to understanding with Wogack, which was based on idea of *status quo*. I shall report to Field-Marshal Commanding-in-chief to-morrow morning. It is necessary to insist that all flags and landmarks not there prior to episode shall be removed.

Inclosure 3 in No. 172.

*India Office to Major-General Barrow.*

(Telegraphic.)

*India Office, March 22, 1901.*

IN reply to your telegram of 22nd March :

Arrangements arrived at on 21st March supersede suggestions made in telegrams sent previous to that meeting.

You need take no action as regards alleged affront to Russian flag unless some fresh difficulty occurs. No need now for General Gaselee or you to go to, or remain at, Tien-tsin.

No. 173.

*The Marquess of Lansdowne to Sir C. Scott.*

(Telegraphic.)

*Foreign Office, March 23, 1901.*

IN a telegram dated the 22nd March, the General Officer Commanding British troops at Tien-tsin reported that all was quiet that day, but that the Russians had continued work, and were planting fresh flags on the siding itself.

You should make a representation to the Russian Government on the subject, pointing out that these proceedings in regard to the site now in dispute are not in accordance either with the spirit or the terms of the Agreement made between the military authorities of the two countries, the maintenance of the *status quo* being the base upon which that Agreement was concluded.

You should urge the Russian Government to issue instructions that all flags and landmarks not there prior to the recent incident be removed.

No. 174.

*Sir C. Scott to the Marquess of Lansdowne.—(Received March 25.)*

My Lord,

*St. Petersburg, March 20, 1901.*

WHEN I attended Count Lamsdorff's reception to-day, he told me that he had been startled by the reports which he had read in the press telegrams of a tension at Tien-tsin between the Russian and British military authorities, in consequence of a disputed title to land. He was very imperfectly acquainted with the circumstances, but had at once telegraphed to M. de Giers to report full details; meanwhile he had seen General Kuropatkine, who was equally in the dark as to the merits of the dispute, but as

determined as he was himself not to allow this matter, if possible, to develop into an incident which would cause any friction between our two Governments.

I told Count Lamsdorff what I had learnt of the controversy from telegrams which I had received.

He said that the Russian Government, when obtaining a Concession at Tien-tsin similar to those of other nationalities, had had no desire to trench on any proprietary rights, but to do so in a perfectly normal manner.

The Minister of War had entirely agreed with him that every risk of accidental collision between our troops must be promptly averted, and he would therefore ask me to propose by telegraph to your Lordship to agree that the question of title and proprietary rights should be reserved for examination between the two Governments. General Kuropatkine, he said, had telegraphed for a plan of the ground, and that meantime orders should be sent at once to withdraw on both sides our troops from the disputed ground.

If His Majesty's Government agreed to this, General Kuropatkine would at once send explicit instructions in this sense to the Russian military authorities.

He said that he thought that this would be a better plan than asking the Commander-in-chief to interfere in the matter.

He begged me to assure your Lordship that the sincere desire of the Russian Government was to avoid at this moment any possible cause of friction between our Governments, and not to present to the Chinese Government any appearance of even a slight disagreement between us.

I promised to telegraph his Excellency's proposal to your Lordship at once, and I asked whether it would not be prudent on the part of General Kuropatkine to lose no time in instructing the Russian General to entertain at once any proposal which might be made to him by the British military authorities on the spot for a simultaneous withdrawal of armed troops from the ground in dispute.

I have, &c.  
(Signed) CHARLES S. SCOTT.

No. 175.

*Sir C. Scott to the Marquess of Lansdowne.—(Received March 25.)*

My Lord,

*St. Petersburg, March 21, 1901.*

WITH reference to my despatch of yesterday's date, I have the honour to report that I asked Count Lamsdorff to satisfy my personal curiosity by explaining how the Russian Government had obtained a valid Concession at Tien-tsin, in the abnormal circumstances of the absence from Peking of any Central Government, and while the Province of Pechili and Tien-tsin itself were in temporary occupation by the allied forces.

He replied that the Concession had, he understood, been obtained in the ordinary way, and other Powers had also obtained similar Concessions, and that Li Hung-chang had full powers from the Central Government. I did not press the question any further or ascertain whether Li Hung-chang had conceded it in his capacity of Viceroy of Chibli or as joint Plenipotentiary at Peking.

I said, however, that I saw that your Lordship had suggested that the question of the validity of the Concession, as well as of the proprietary rights, might be reserved for examination.

I have, &c.  
(Signed) CHARLES S. SCOTT.

No. 176.

*Major-General Barrow to India Office.—(Communicated by India Office, March 25.)*

(Telegraphic.)

*Peking, March 24, 1901.*

I HEAR from MacDonald that Russians are working at the disputed ground in such a way as to render our position untenable. I do not quite understand him, and have telegraphed for diagram and explanation; unless it is insisted on at St. Petersburg that all work cease on the spot, it is clear that there will be more friction and more trouble.



## No. 177.

*Sir C. Scott to the Marquess of Lansdowne.—(Received March 25.)*

(Telegraphic.)

*St. Petersburg March 25, 1901.*

IMMEDIATELY upon receipt of your Lordship's telegram of the 23rd instant, I communicated its substance to Count Lamsdorff with a private letter in which I said that as his Excellency had assured me that both he and General Kuropatkine were extremely anxious that the importance of a serious incident should not be given to the question, I expected that immediate instructions in the desired sense would readily be telegraphed to the Russian authorities at Tien-tsin.

His Excellency will no doubt reply to my letter after he has seen General Kuropatkine.

## No. 178.

*The Marquess of Lansdowne to Sir C. Scott.\**

(Telegraphic.)

*Foreign Office, March 25, 1901.*

BRITISH and Russians at Tien-tsin.

The British Military authorities telegraph that the Russians are working on the disputed ground at Tien-tsin in such a way as to render untenable the British position.

## No. 179.

*Sir C. Scott to the Marquess of Lansdowne.—(Received March 26.)*

(Telegraphic.)

*St. Petersburg, March 26, 1901.*

I COMMUNICATED the substance of your Lordship's telegram to Count Lamsdorff yesterday, and, at the same time, pressed that immediate information with regard to the instructions dispatched to Tien-tsin, in order to terminate a misunderstanding which threatened to assume a serious character, should be communicated to me.

At an interview which I had with his Excellency to-day, he informed me that, on receiving my first letter, he had at once requested General Kuropatkine to direct that instructions should be sent immediately to the military authorities, and he had himself dispatched telegrams to Tien-tsin and to Peking demanding explanations, and insisting that the terms of whatever agreement had been come to between the Russian and British authorities should be strictly observed.

It had not been possible for him to see General Kuropatkine yesterday, but he was expecting to hear from him at any moment, and then a reply to my last letter would at once be given.

His Excellency told me confidentially that the reason why Count Waldersee should have been associated with the Agreement had not been clearly understood by General Kuropatkine, as his command-in-chief did not extend to the small Russian detachments left in Pechili, but only to the troops actually operating in that province.

In reply, I said that the incident, as I understood it, was a railway question, and that the disposition of troops on the railway was a matter in which the Commander-in-chief was essentially concerned; the disputed ground was claimed as the property of the railway, and it was for the use of the international troops that the construction of the siding was requisite.

At the same time, I reminded his Excellency that, whenever we remonstrated against any proceedings of the Russian military authorities in connection with the railway, the Russian Foreign Office referred us to the mandate for its occupation which the international Commander-in-chief had given them, and said that they would not restore it to us or to the railway administration, but only to him.

When, I added, we had complained of the proceedings of the Russian military authorities, our complaints had generally been met by denials of the accuracy of our

\* Also to Sir F. Lascelles.

information, and it was, in my opinion, a very wise precaution that, on this occasion, in order that subsequent misunderstanding of the agreement should be avoided, we should call in an impartial witness.

These remarks of mine his Excellency took note of for the enlightenment of General Kuropatkine.

In conclusion, I said that the terms of the agreement which he had proposed to me had been loyally complied with by us, and I looked to him to ensure that the Russians on their side should observe it with equal loyalty.

No. 180.

*India Office to Foreign Office.—(Received March 28.)*

Sir,

*India Office, March 26, 1901.*

I AM directed to forward herewith, for the information of the Marquess of Lansdowne, copy of a despatch dated Peking, the 23rd January last, which has been received from Lieutenant-General Sir Alfred Gaselee, commanding the British force in Northern China, relating to the Military Convention by which the Shanhaikwan-Yangtsun line of railway was transferred by the Russians to army head-quarters.

I am, &c.  
(Signed) HORACE WALPOLE.

Inclosure 1 in No. 180.

*Lieutenant-General Sir A. Gaselee to Lord G. Hamilton.*

*Head-quarters, British Contingent, China Field Force,  
Peking, January 23, 1901.*

(Extract.)

ON receipt of your telegram of the 15th January last, General Barrow, on my behalf, after consulting the British Legation, formally expressed my concurrence to the proposed Military Convention regarding the railway. A copy of his letter, dated the 16th January last, is attached. It will be observed from paragraph 1 of the Convention that it "has only in view the regulation of the military working of the railway in the interests of all the allied armies, and in particular introduces no change in the legal claims to possession;" further, that our concurrence in the Convention was only given on the understanding that paragraph 1 above quoted was intended to reserve all political and financial rights.

Inclosure 2 in No. 180.

*Major-General Barrow to the Chief of the Staff to the Field-Marshal Commanding-in-chief.*

*January 16, 1901.*

IN continuation of my letter of the 12th January, I have now the honour to inform you that I am instructed by Her Majesty's Government that having in view the inability of the Field-Marshal to deal with matters beyond the Great Wall, no reference to that section of the railway is now considered necessary in the proposed military Convention; and that Her Majesty's Government authorize me to concur in the Convention, provided all political and financial rights are reserved, and it is clearly understood and stipulated that the partition of rolling-stock and material is only a temporary arrangement, without prejudice to those rights. As paragraph 1 of the Convention in the copy now initialled by me appears to meet these conditions, I hereby express my concurrence.

No. 181.

*The Marquess of Lansdowne to Sir C. Scott.*

(Telegraphic.)

*Foreign Office, March 28, 1901.*

TIEN-TSIN incident.

With reference to your telegram of the 26th instant, I approve your language to Count Lamsdorff reported therein.

No. 182.

*India Office to Foreign Office.—(Received March 29.)*

Sir,

*India Office, March 29, 1901.*

I AM directed to forward herewith, for the information of the Marquess of Lansdowne, copy of a telegram, dated Peking, 27th March, received from the General Officer Commanding, North China, relating to the dispute with the Russians at Tien-tsin.

I am, &amp;c.

(Signed) E. STEDMAN, Major-General,  
Military Secretary.

Inclosure in No. 182.

*Major-General Barrow to India Office.*

(Telegraphic.)

*Peking, March 27, 1901.*

I HAVE to report that MacDonald returned to Tien-tsin to-day; he says that two flags still on the siding. Saw Schwarzhof to-day, and Field-Marshal Commanding-in-chief accepts our statement of the case and will take steps to remove the grievance.

No. 183.

*Sir C. Scott to the Marquess of Lansdowne.—(Received March 29.)*

(Telegraphic.)

*St. Petersburg, March 29, 1901.*

I HAVE just received a reply from Count Lamsdorff to my letter respecting the incident at Tien-tsin. It states that M. de Giers' inquiries show that no boundary-posts have been planted by the Russian military authorities, and that the Russian flag was not hoisted on the ground which the English guard had occupied. Prior to the incident the Russian flag had been planted on the ground occupied by the Russian post.

Count Lamsdorff informs me that immediately on receipt of my note of the 24th he communicated with the Minister of War, in order to insure the strict observance of our arrangement, and that fresh instructions to Colonel Glinksky, who is in command of the military detachment in Pechili, had been sent by M. de Giers with the same object.

No. 184.

*Acting Consul-General Campbell to the Marquess of Lansdowne.—(Received April 1.)*

My Lord,

*Tien-tsin, January 10, 1901.*

WITH reference to my despatches of last year of the 28th November, 1st, 8th and 19th December respectively, I have the honour to inclose copies of two despatches, with inclosures, which I sent to Sir Ernest Satow on the 7th instant.

I have, &amp;c.

(Signed) C. W. CAMPBELL.

## Inclosure 1 in No. 184.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, January 7, 1901.*

I HAVE the honour to inclose a copy of the Circular referred to in my telegram of yesterday. Mr. Carvill has noted roughly on a plan the limits marked by the boundary-stones, referred to by M. Poppé. About  $2\frac{1}{2}$  miles of the river bank are included, and at a rough guess I should say that the area involved is over 3,000 *mou*. For purposes of comparison I give the areas of the different Concessions as known before June last:—

								<i>Mou.</i>
British Concession	..	..	..	..	..	..	..	420
British Extra Concession	..	..	..	..	..	..	..	1,555
German Concession	..	..	..	..	..	..	..	1,034
French Concession	..	..	..	..	..	..	..	350
(So-called) United States' Concession	..	..	..	..	..	..	..	201

I have, &amp;c.

(Signed) C. W. CAMPBELL.

## Inclosure 2 in No. 184.

*M. Poppé to Consuls at Tien-tsin, December 24, 1900 (January 6), 1901.*

[See Inclosure 2 in No. 143.]

## Inclosure 3 in No. 184.

*Acting Consul-General Campbell to Sir E. Satow.*

Sir,

*Tien-tsin, January 7, 1901.*

M. POPPÉ called on me to-day with reference to the Circular inclosed in my despatch of to-day's date, and assured me that the rights of Messrs. Forbes and Co. (agents for property owned by Messrs. J. M. Dickinson and E. Cousins) and Messrs. Butterfield and Swire were admitted, and would be scrupulously respected, and that the Russian Concession would be managed on the same liberal lines as the other foreign Concessions.

I drew his attention at once to the invasions of the Russian military authorities on the rights of the two firms mentioned, and he gave me to understand that he disassociated himself and the Russian Legation from the action of General Linévitch, and that the matter having now passed into his hands, the Russian flags planted on British property would be removed.

I said that I was sending his Circular to you, and that for the present I could not usefully discuss the general question of a Russian Concession on the left bank of the Peiho opposite the British Concession. There were, however, I added, some aspects of the matter as it appeared to the British mercantile community here, which seemed to me to merit the attention of the Russian authorities. The land opposite the British Concession was valuable mainly in consequence of the presence of that Concession; the position of the railway (also resulting in great part from the situation of the British Concession) made the land additionally valuable; the properties acquired by British subjects on that bank had been purchased with a view to connection with the railway by sidings, which indeed had been arranged with the Railway authorities before the Boxer troubles began; the river was narrow—becoming narrower every year apparently—and there was not room for two lines of wharves; the alteration of the status of the ground into a Russian Concession naturally helped to bar the way from the British Concession to the railway, and might be productive of serious difficulties in the future. Finally I pointed out that the Russian Government, coming forty years after us, with no reasonable trade interests to support, could

not reasonably expect to appropriate all the benefit of our labours and the plum of the commercial situation at Tien-tsin, by a stroke of the pen.

M. Poppé held that although the commercial interests of Russia at Tien-tsin were not important, her political interests were, and it was for that reason that she wanted such a large Concession; and that British merchants might rest assured that everything would be done to satisfy them and the nationals of other countries, because the welfare of the Concession would depend largely on their co-operation.

I am sending copies of this and my despatch No. 8 to Lord Lansdowne.

I have, &c.

(Signed) C. W. CAMPBELL.

No. 185.

*Lord G. Hamilton to Major-General Barrow.—(Communicated by India Office, April 2.)*

(Telegraphic.)

*India Office, March 30, 1901.*

YOUR telegram of 24th March.

I shall be glad if you will state precise nature and position of Russian works.

No. 186,

*Lord G. Hamilton to Major-General Barrow.—(Communicated by India Office, April 2.)*

(Telegraphic.)

*India Office, April 1, 1901.*

I DESIRE to express high approval of correct judgment which you have displayed, and of the attitude adopted by you throughout recent difficult situation at Tien-tsin.

No. 187.

*Major-General Barrow to India Office.—(Communicated by India Office, April 2.)*

(Telegraphic.)

*Peking, April 2, 1901.*

PLEASE refer to your Lordship's telegram of 30th ultimo.

Work referred to has now ceased, but the Russian flag still flies at the river head of siding in the disputed area. This flag was not there prior to the incident.

No. 188.

*Sir C. Scott to the Marquess of Lansdowne.—(Received April 4.)*

(Telegraphic.)

*St. Petersburg, April 4, 1901.*

IN a conversation which I had with Count Lamsdorff last night, his Excellency, referring to the Tien-tsin incident, informed me that a telegram had just been received from M. de Giers stating that, owing to telegraphic communication having been interrupted, the instructions sent on the 28th March had only just reached him.

No. 189.

*Lieutenant-General Sir A. Gaselee to India Office.—(Communicated by India Office, April 5.)*

(Telegraphic.)

*Peking, April 4, 1901.*

I HEAR from Campbell that remaining Russian flag in question has disappeared.

No. 190.

*The Marquess of Lansdowne to Sir C. Scott.*

(Telegraphic.)

*Foreign Office, April 5, 1901.*

THE only remaining Russian flag on the disputed ground at Tien-tsin has been removed.

No. 191.

*Sir C. Scott to the Marquess of Lansdowne.—(Received April 8.)*

My Lord,

*St. Petersburg, March 28, 1901.*

ON receipt of your Lordship's telegram of the 23rd instant, I lost no time in communicating its substance on Sunday evening to Count Lamsdorff in a Memorandum, copy of which I have the honour to inclose, adding in a private letter, copy of which is also inclosed, that knowing that both he and General Kouropatkine were anxious not to let the occurrences at Tien-tsin assume the aspect of a serious incident, I felt sure that instructions would at once be telegraphed to the Russian authorities at Tien-tsin in the sense desired by your Lordship.

I placed myself at his disposal if he wished to see me on the subject.

On the 26th instant I received your Lordship's further telegram, and at once wrote a further letter, copy of which is inclosed, to his Excellency, begging him to enable me, in view of the serious aspect which the situation seemed likely to take, to enable me to reassure your Lordship at once as to the nature of the instructions which had been sent to Tien-tsin.

Count Lamsdorff received me yesterday, and said that he regretted most sincerely that he had not yet been able to reply to my letters. He had not lost a moment in communicating my request to the Minister of War, and, at the same time, he had dispatched a telegram to M. de Giers instructing him to report at once what had been done at Tien-tsin, and to insist on the strict observance of the arrangement concluded between the Russian and British military authorities on the withdrawal of the guards from the ground in dispute.

He had hoped to have met General Kouropatkine on his way back from Tsarskoe-Selo the previous day after his audience of the Emperor, but he had unfortunately missed him by a few minutes; he had, however, sent him my second letter, and was expecting every moment to hear from him, and he would then let me know at once what had been done.

Speaking quite unofficially, he added that General Kouropatkine had not quite understood why Count Waldersee had been asked to intervene in the settlement of a matter which could, he thought, have been easily arranged between the Russian and British Commanders on the spot.

The Field-Marshal's authority as Commander-in-chief, he observed, was confined to the direction of operations in Pechili, but did not extend over the small Russian detachment left in that province not engaged in operations.

I replied that, as I understood the question, it had immediate reference to the railway in Pechili; the ground in dispute was claimed as railway property, on which a siding was being constructed to meet the requirements of the international troops, and the disposition of troops guarding the railway was, in my opinion, essentially a matter which concerned the Commander-in-chief.

I reminded him that in reply to the representations which His Majesty's Embassy had been obliged to make respecting the proceedings of the Russian Military authorities in connection with this railway, the Russian Government had referred to the mandate which the International Commander-in-chief had given them to occupy the line, and had in an official statement said that the line would not be handed back by them to the Railway Administration nor to the British Military authorities, but only to Count Waldersee, who might make what dispositions he thought best for its occupation and management.

I said, further, that most of our complaints of the action of the Russian Military authorities in regard to the appropriation of railway property and removal of stores, painting the locomotives in Russian colours, &c., had been rather curtly met by denials of the accuracy of our information, and that, under these circumstances, I considered it a



very wise precaution to have secured the services of an impartial witness like Count Waldersee, in order to avoid all risk of any subsequent misunderstanding of the terms of the Agreement arrived at.

That Agreement, according to my information, simply dealt with the military side of the question, and reserved for settlement between the two Governments the question of the validity of the title and proprietary rights involved in the ground in dispute, which was meantime to remain *in statu quo ante*.

Count Lamsdorff took some notes of my remarks in order to enable him to explain matters to General Kouropatkine, as he seemed to be himself imperfectly acquainted with the local details, and even with the object of the retention of Russian troops in the neighbourhood of the railway line.

I concluded my remarks by observing that we had on our side loyally complied with the terms of the Agreement which he had himself proposed to me with the Minister of War's approval, and that I looked to his Excellency to insure that it should be equally loyally carried out by the Russian Military authorities at Tien-tsin.

I subsequently received a letter from Count Lamsdorff, of which I have the honour to inclose a copy.

In it he says that, according to a report just received from M. de Giers, the Russian Military authorities had not placed any fresh boundary marks nor hoisted the Russian flag on the ground which the British guard had occupied, but that it had been already posted on the ground which had been occupied by the Russian guard prior to the incident in question.

He repeated that on receipt of my letters he had at once communicated with the Minister of War in order to insure the strict observance of our Agreement, and that M. de Giers had, with the same object, sent further indications to Colonel Glinsky, who is at present in command of the Russian Military detachments in Pechili.

He has since explained to me that there had been some unavoidable delay owing to interruption of telegraphic communications.

I have, &c.

(Signed) CHARLES S. SCOTT.

Inclosure 1 in No. 191.

*Sir C. Scott to Count Lamsdorff.*

(Particulière.)

Mon cher Comte,

*Saint-Petersbourg, le 11 (24) Mars, 1901.*

JE m'empresse de communiquer à votre Excellence, dans cette forme, et sans délai, le contenu des instructions que je viens de recevoir du Marquis de Lansdowne.

Sachant votre désir et celui du Général Kouropatkine, de ne pas donner l'importance d'un incident sérieux à ce qui a eu lieu à Tien-tsin, je me flatte que vous m'aidez volontiers à aplanir tout malentendu, en faisant expédier les instructions voulues sans délai à votre Général à Tien-tsin.

En attendant je me tiens à la disposition de votre Excellence au cas que vous désiriez me voir, et je saisis, &c.

(Signé)

CHARLES S. SCOTT.

(Translation.)

(Private.)

My dear Count Lamsdorff,

*St. Petersburg, March 11 (24), 1901.*

I LOSE no time in communicating to your Excellency in this form the instructions which I have just received from the Marquess of Lansdowne.

Knowing your desire, and that of General Kouropatkine, not to attach the importance of a serious incident to that which has occurred at Tien-tsin, I am pleased to think that you will assist me to smooth over any misunderstanding by sending without delay to your General at Tien-tsin the instructions desired.

Meanwhile, I place myself at your Excellency's disposal, in case you should wish to see me, and I avail, &c.,

(Signed)

CHARLES S. SCOTT.

## Inclosure 2 in No. 191.

*Memorandum.*

ACCORDING to a telegram received by His Majesty's Government from the General in command of the British troops at Tien-tsin, and dated the 9th (22nd) March, everything was quiet there on that date, the guards on both sides having been withdrawn, in accordance with the terms of an Agreement signed at the head-quarters of the Field-Marshal the previous day, by Count Waldersee, General Barrow, and General Wogack, the abbreviated text of this Agreement having been telegraphed to His Majesty's Government.

General Barrow reports, however, that on the 22nd instant the Russians recommenced work, and planted fresh flags on the siding itself in the ground under dispute.

His Majesty's Ambassador is instructed to point out at once to Count Lamsdorff that these proceedings in regard to the ground in dispute are not in accordance with the spirit and terms of the Agreement made between the British and Russian Military authorities, which was based on the maintenance of the *status quo ante*, until the question of proprietary rights should be regulated by the two Governments, or a mutual Agreement arrived at.

Sir Charles Scott is directed to express a hope that immediate instructions will be sent to General Wogack to remove all flags and landmarks which were not on the ground in dispute before the recent incident occurred.

## Inclosure 3 in No. 191.

*Sir C. Scott to Count Lamsdorff.*

*Ambassade d'Angleterre, Saint-Petersbourg,  
le 13 (26) Mars, 1901.*

Mon cher Comte,

EN me référant à ma lettre du 11 (24) du mois courant je m'empresse de faire part à votre Excellence du contenu d'une dépêche que Lord Lansdowne vient de me télégraphier.

Il dit :—

“Nous venons de recevoir un télégramme de nos autorités militaires à Tien-tsin qui dit que leur position devient intenable par suite des travaux que les Russes continuent à faire sur le terrain en litige.”

En vue de cette sérieuse nouvelle je prie votre Excellence de me mettre à même de rassurer au plus tôt mon Gouvernement par rapport aux instructions expédiées de Saint Pétersbourg aux Autorités Russes à Tien-tsin, afin de terminer un malentendu qui pourrait prendre un caractère assez grave.

Veuillez, &c.

(Signé) CHARLES S. SCOTT.

(Translation.)

*British Embassy, St. Petersburg,  
March 13 (26), 1901.*

Dear Count Lamsdorff,

WITH reference to my letter of the 11th (24th) instant, I hasten to inform your Excellency of the contents of a telegram I have just received from Lord Lansdowne.

He says :—

“We have just received a telegram from our military authorities at Tientsin saying that their position is becoming impossible owing to the works the Russians continue to throw up on the land in dispute.”

In consequence of this serious news, I beg your Excellency to put me in a position to reassure my Government as soon as possible as to the instructions sent

from St. Petersburg to the Russian authorities at Tien-tsin, in order to put an end to a misunderstanding which might assume a serious character.

I am, &c.

(Signed) CHARLES S. SCOTT.

Inclosure 4 in No. 191.

*Count Lamsdorff to Sir C. Scott.*

Mon cher Ambassadeur,

*Saint-Petersbourg, le 15 (28) Mars, 1901.*

A LA réception de votre lettre en date du 11 (24) Mars, année courante, désirant également apaiser tout malentendu, j'ai invité le Ministre de Russie à Pékin à me transmettre des informations au sujet des faits mentionnés dans la dépêche que vous avez reçue du Marquis de Lansdowne concernant l'incident de Tien-tsin.

Il résulte de ces informations qu'il n'a pas été posé par les autorités militaires Russes de signes de démarcation et que le drapeau Russe n'a pas été hissé à l'endroit où se tenait le poste Anglais. A l'endroit où se trouvait le poste Russe, notre drapeau avait déjà été arboré antérieurement à l'incident. Je n'ai pas manqué également de me mettre en rapport à ce sujet avec le Ministre de la Guerre pour la stricte exécution de l'arrangement convenu entre nous. Pour les mêmes fins M. de Giers a fait parvenir de nouvelles indications au Colonel Ginsky, Chef du détachement militaire du Petchili.

Veuillez, &c.

(Signé) Comte LAMSDORFF.

(Translation.)

Dear Ambassador,

*St. Petersburg, March 15 (28), 1901.*

ON receipt of your letter dated the 11th (24th) March of this year, and desiring like yourself to clear away all misunderstanding, I requested the Russian Minister at Peking to furnish me with information on the subject of the events mentioned in the telegram sent you by the Marquess of Lansdowne concerning the Tien-tsin incident.

These inquiries have resulted in showing that no boundary marks have been placed by the Russian military authorities, and that the Russian flag has not been hoisted on the spot where the English guard was posted. Our flag had already been hoisted prior to this incident on the spot where the Russian guard was posted. I have likewise not failed to communicate on this subject with the Minister of War with a view to the strict execution of the arrangement arrived at between us. M. de Giers has sent further instructions with the same object to Colonel Ginsky, Chief of the military detachment in Pechili.

I am, &c.

(Signed) Count LAMSDORFF.

No. 192.

*India Office to Foreign Office.—(Received April 25.)*

Sir,

*India Office, April 23, 1901.*

IN continuation of this Department letter of the 26th March last, I am directed to forward herewith, for the information of the Marquess of Lansdowne, copy of a despatch from Lieutenant-General Sir Alfred Gaselee, accompanied by a draft of a Convention for handing over the railway from Shanhaikwan to Peking, from army head-quarters to the British military authorities.

I am, &c.

(Signed) HARDWICKE.

Inclosure 1 in No. 192.

*Lieutenant-General Sir A. Gaselee to Lord G. Hamilton.*

*Head-quarter's Staff Office, British Contingent,  
China Field Force, February 19, 1901.*

My Lord,

IN continuation of my telegram dated the 14th February, 1901, I have the honour to forward herewith a copy of the English version\* of the Convention governing the transfer of the Shanhaikwan-Peking Railway from the German to the British military authorities, as well as the subsequent working and protection of the line.

2. The Convention was drafted in German, while Colonel J. M. Grierson, R.A., is responsible for the translation of the German text.

3. It will be observed from Article 1 of the Convention that it is simply one for the regulation of military traffic, and makes no change whatever in the political or financial status of the line. Paragraph 5 (a) is now practically inoperative as the Franco-Belgian line, Fengtai-Pao-ting-fu, is now completed and open. Paragraph 5 (b) is only binding for the period of military control. Paragraph 12 is one over which there was considerable divergence of views; army head-quarters at first insisted that as long as the Field-Marshal commanded in Chih-li he alone could settle points in dispute. This position we could not admit and finally the present wording was mutually agreed to. It practically leaves the power of sanction or veto with the British Commander though the final orders will be issued in the name of the Field-Marshal. The remaining Articles of the Convention do not call for any special remark.

4. As regards the Traffic Regulations attached to the Convention, I may observe that this was drawn up with a view to regulating the incidence of charges between the different contingents, and also to provide a basis on which to deal with the Russian claims, as during the period of Russian occupation no such scale of charges existed.

5. The negotiations first as regards transfer from the Russians to the German head-quarters and then from the latter to ourselves have been conducted throughout by Major-General von Schwarzhoff, Chief of the Staff to the Field-Marshal, and Major-General E. G. Barrow, C.B., my Chief of the Staff. The difficulties have been considerable, as many conflicting interests had to be reconciled and the whole question required the most delicate and tactful handling on both sides. Considering the intricate nature of the question, I am of opinion that the solution arrived at is most satisfactory to all parties, and though the terms of the Agreement may, at first sight, appear to take the form of a compromise, practically it places the entire control of the railway, so far as Chih-li is concerned, in British hands, while our rights beyond the Great Wall remain in exactly the same position as heretofore.

I have, &c.

(Signed) ALFRED GASELEE, *Lieutenant-General,*  
*Commanding British Contingent, China Field Force.*

Inclosure 2 in No. 192.

*Project of a Convention for the handing over of the Railway from Shanhaikwan to Peking from Army Head-quarters to the British Military Authorities.*

THE following terms are agreed upon between army head-quarters and the British military authorities:—

1. The following decisions have only in view the regulation of a military service on the line Shanhaikwan to Peking, which has been taken possession of partly by allied and partly by Russian troops and has been repaired by German, English, Japanese, and Russian troops, in the interests of all the allied contingents. More especially they introduce no change in the rights of possession.

2. Army head-quarters hand over to the British military authorities the whole line from Shanhaikwan to Peking with all the appurtenances, means of traffic, workshop fittings, and

\* With copy of German original.

materials which have been handed over to army head-quarters by the Russian military railway authorities or which have been laid down, procured, or built by the German or Japanese railway troops. Army head-quarters remain in no way responsible for wear and tear, damage, or loss of railway property which may have arisen up to the time of handing over. The stores of all kinds which have been acquired by the German and Japanese railway troops for the construction and traffic of their sections, and which have not been utilized, remain at the disposal of the British military authorities and will be taken over by them at cost price. Whatever telegraph, telephone, and railway material belonging to the German, Russian, and Japanese railway troops is now used for the working of the line is to be set free as soon as possible, and at latest by the 1st April, and is to be handed back to the owners.

3. The British military authorities take over the repair, traffic, and military protection of the line Shanhaikwan to Peking in accordance with the conditions laid down in paragraph 2 and in the following paragraphs, with the express declaration that the military necessities of all the allied nations, without exception, will be met so far as the capacity of the line permits. In the event of civilian traffic being arranged for, this has always and everywhere to give way to military demands.

4. The British military authorities recognize as binding upon them the Regulations that have been issued by army head-quarters for military traffic on the line Shanhaikwan to Peking.

5. The obligations which have been taken over by army head-quarters as regards the Franco-Belgian Railway Company, Peking-Paoting-fu-Hankow, which have already been communicated in writing to the British military authorities on the 13th November, 1900, viz. :—

(a.) The supply every day of a material train of one engine and twenty trucks at cost price, and exclusive of any increase in tariffs for the hire and up-keep of rolling-stock on the line, Tongku to Peking, with a view to the repair of the line, Fengtai to Paoting-fu.

(b.) Admission of a lowering of tariffs by fifty per cent. for all goods on the line Shanhaikwan-Tongku-Fengtai, which are destined for the line Fengtai-Paoting-fu, against an assurance of reciprocity on the part of the Franco-Belgian Railway Company.

The above will be recognized by the British military authorities as binding upon them for the duration of the military traffic or military control of the railway.

6. The British military authorities undertake to repair the destroyed railway bridge at Hankow and to finish the necessary works at the latest ten weeks after the line has been handed over to them completely.

7. No charges for transport are to be made by the Railway Administration for the transport of the German and Japanese railway troops, and those protecting the railway, as also for their field equipment and construction material, to their future garrisons or to the point of embarkation.

8. The British military authorities undertake to take over, at a monthly price of 150 dollars, the house hired for the Directorate of the railway in Tien-tsin by the German railway authorities, and to keep it until the expiration of the present contract under the same conditions, so far as the Commander of the German Expeditionary Corps may consider necessary.

9. In the event of the British military authorities handing over the railway to a civil administration, the latter must be placed under military control and supervision, while the military occupation of Chih-li lasts.

10. The Military Directorate of the railway, which in consequence of the above is in any case to be constituted, whether the railway is worked by the military or by civil administration, consists of a Director and two Deputy Directors. The position of Director will be held by a British officer while the German and Japanese military authorities will each appoint one of the Deputy Directors.

11. The Military Director has full responsibility for the traffic and administration of the railway in all its branches, regulates the order of business in all its parts, issues all regulations on this subject, and appoints the officials. He signs in the name of the Administration, and represents it outwardly.

12. The Deputy Directors are charged with the supervision of the military affairs of the Administration. With a view to carrying out their duties they are at all times and in all places allowed to examine all matters concerning traffic and administration. If a Deputy Director does not succeed in obtaining the adoption or abolition of measures which appear to him of military importance at his request, the Director and Deputy Directors, each for himself, must put their views down in writing on the subject. A decision in the matter is then reserved for army head-quarters, in communication with the General Officer Commanding the British Forces. The Senior Deputy Director takes

the place of the Director if the latter is temporarily prevented from carrying out his duties.

13. The Director may only give decisions as to the regulation of financial liabilities between the Railway Administration and the various contingents on the basis of a majority of votes in the Directorate.

The incidence of cost to the various nations of repairing, maintenance, and traffic on the line remains reserved for diplomatic settlement.

14. Should the Directorate in certain cases require the assistance of railway or other troops for the repair, protection, or traffic of the line, the various contingents will afford such help as far as possible.

15. To facilitate communication between the various contingents and the Railway Administration, the former may appoint station officers at all stations which appear to them to be of special importance, and every facility is to be given to them to guard the interests of their contingents. With this view they are permitted to correspond direct with the Directorate on all railway matters.

16. Should special circumstances such as, for example, the withdrawal of the troops from Peking on the conclusion of peace, cause a great demand by all or several Powers at the same time for railway trains for the conveyance of troops or material, the regulation of the succession in which the various contingents are to be accommodated shall not be left to the Railway Administration. In this case army head-quarters will regulate the question in communication with the contingents concerned.

17. The actual handing over of the railway will begin on the 21st February, and is to be finished by the 28th February, 1901.

(Signed) VON SCHWARZHOFF, *Major-General, Chief of the Staff, Army Head-quarters.*  
E. G. BARROW, *Major-General, Chief of the Staff, British Contingent.*

*Peking, February 15, 1901.*

#### Inclsure 3 in No. 192.

#### *Regulations issued by Army Head-quarters for Military Traffic on the Line from Shanhaikwan to Peking.*

ALL kinds of railway traffic for the military purposes of all contingents will be accepted at the prices given in paragraph 8, in so far as the traffic capacity of the line permits, regard being had to the numerical strength of each contingent, including followers, in proportion to the total number of the allied troops in the Province of Chih-li.

2. The Railway Administration is not responsible for any damage or hurt to military persons or military goods while these are being transported on the railway.

3. Military persons in uniform do not require to purchase tickets. With a view to the settlement of accounts between the Railway Administration and the various contingents, officers and military officials will inform the guard on duty of their destination, the number of soldiers and horses accompanying them, and the number of articles of luggage, while non-commissioned officers and men must be provided with an order signed by an officer or a military official, which will serve as a pass for the journey, and will be given up at the end of it to the guards on duty.

4. For civilians who are travelling on military duty, and who are not required to purchase tickets, a pass must be made out as above by some military authority, and provided with his office stamp, giving the destination and amount of the goods.

5. In the transport of goods, their loading, unloading, and guarding during the journey must be arranged for by the military authority dispatching them.

With every waggon-load two men, and with every living animal one man will be forwarded free on the goods trucks.

6. In the case of troops and goods which are to be transported as a body or in one load in the trains laid down in the time tables, at least twenty-four hours' notice must be given to the railway direction at Tien-tsin or at the station of dispatch. Demands for special trains are to be restricted as much as possible. Passenger special trains can only be supplied for the Commanders and Generals of the various contingents.

7. Everybody is bound to obey the orders of the military personnel of the railway



To facilitate communication between the latter and the military persons belonging to other nations who are travelling, station officers belonging to the various contingents who represent the interests of the latter are to be found at all the larger stations.

### 8. Tariff:

	For each Kilometre or part of one.
<b>(A.)—Persons—</b>	
Officers, military officials, and 1st class passengers ..	2 cents.
Non-commissioned officers and men and 2nd class passengers ..	1 cent.
3rd class passengers (carried in open or closed waggons) ..	0.5 cent.
<b>(B.)—Living Animals—</b>	
A horse, a cow .. .. . } If a whole { ..	5 cents.
An ass or pony .. .. . } waggon load is { ..	3 "
A pig, calf, sheep, or goat .. .. . } not cheaper { ..	2 "
<b>(C.)—Passenger Luggage—</b>	
Hand baggage, the bulk and weight of which permit its being allowed in the passenger carriage, is carried free.	
Passenger baggage of the usual bulk and weight, which must be carried in the luggage van, is charged 5 cents for each travelling zone or part of a zone, i.e., Peking to Tien-tsin, Tien-tsin to Tongshan, Tongshan to Shan-haikwan.	
<b>(D.)—Goods—</b>	
A waggon load of 30 tons .. .. .	36 cents.
" " 20 " .. .. .	24 "
" " 15 " .. .. .	18 "
" " 10 " .. .. .	12 "
Single articles the weight of which is attested by a military authority on a certificate provided with his office stamp, for every 100 kilog. or part of the same .. .. .	0.5 cent.
For goods packages not so attested, after these have been weighed or judged by the railway authorities, the starting on the journey being accepted as confirming this weighing, for every 10 kilog. or part of same .. .. .	0.1 "
<b>(E.)—Military Carriages—</b>	
Four-wheeled carriage or field gun and limber, either whole or taken to pieces .. .. .	10 cents.
Two-wheeled carts, field guns, or limbers .. .. .	5 "
<b>(F.)—Special Waggon and Special Trains—</b>	
Passenger carriages, 1st and 2nd class .. .. .	30 cents.
Luggage or guard vans .. .. .	15 "
Goods waggons of 30 tons .. .. .	36 "
" " 20 " .. .. .	24 "
" " 15 " .. .. .	18 "
" " 10 " .. .. .	12 "
For special trains the above prices are to be charged, and further for the loan of a locomotive and tender 60 dollars for each day or part of a day, but at least 2 dollars for each kilometre of run, and not less than 75 dollars in all.	

### 9. Hiring of locomotives and waggons :

For the loan of the rolling-stock of the line to other Administrations, counting from the time of its transfer to their line until its return, the following prices are to be charged for each vehicle and for each twenty-four hours or part of the same :—

	Mex. dollars.
Locomotive with three or more couples of driving wheels .. .. .	20
" " with two couples of driving wheels .. .. .	15
Lighter locomotives .. .. .	10
Passenger carriages of all classes .. .. .	1½
Luggage vans .. .. .	1
Large goods waggons of 20 or more tons capacity .. .. .	1½
Smaller goods waggons of less than 20 tons capacity .. .. .	1

### 10. Delays in loading and unloading :

For loading and unloading of goods waggons which last longer than twenty-four hours after notice of the arrival of the waggon has been given, the following rates will be charged for each waggon and part of twenty-four hours :—

							Dollars.
Goods waggons of 30 tons	..	..	..	..	..	..	9
" " 20 "	..	..	..	..	..	..	6
" " 15 "	..	..	..	..	..	..	4.5
" " 10 "	..	..	..	..	..	..	3

No change is hereby made in the rights of the Railway Administration to use for other purposes waggons which have been detained more than twenty-four hours for loading or unloading, or to cause the goods which have been loaded in them to be unloaded at the cost of the sender, and without the railway being responsible for their safe keeping.

### 11. Postal arrangements :

The military postal packages of all the allied contingents will be carried free.

### 12. Utilization of the railway telegraph :

Military telegrams will be sent along the whole line at an unit word price of 40 cents for ordinary service messages (to be marked S), and of 60 cents for urgent service messages (to be marked X S), provided that the necessity for the use of the railway telegraph is attested by a military authority with his office stamp, and that the service of the railway permits of the telegraph line being so used. Urgent service messages rank behind train reports and before line service telegrams ; ordinary service messages after line service telegrams.

For Army Head-quarters,  
(Signed) VON SCHWARZHOFF.

No. 193.

*India Office to Foreign Office.—(Received April 27.)*

Sir,

*India Office, April 26, 1901.*

I AM directed to forward herewith, for the information of the Marquess of Lansdowne, extracts from a despatch, dated Peking, the 11th March, which has been received from the General Officer Commanding British Contingent, China Expeditionary Force, relating to the courtesy and tact displayed by the German Head-quarters Staff throughout the difficult and delicate negotiations connected with the handing over of the Peking-Shanhaikwan Railway.

Lord George Hamilton desires to draw special attention to the ready and able assistance afforded throughout this business by Major Bauer, of the German Railway Staff, of whose cordial co-operation Sir Alfred Gaselee writes in the highest terms, and trusts that under the orders of the Secretary of State for Foreign Affairs his special services may be brought to the notice of the German Government.

I am, &c.

(Signed) HARDWICKE.

Inclosure in No. 193.

*Lieutenant-General Sir A. Gaselee to Lord G. Hamilton.*

(Extract.)

LIEUTENANT-COLONEL J. R. MACDONALD, R.E., Director of Railways in Northern China, writes :—

"I wish to bring to your notice the excellence of the arrangements made by Major Gerhaud, on behalf of the German railway troops, to facilitate the transfer.

"I would, however, bring to your special notice the name of Major Bauer, who represented army head-quarters during the transfer of the railway. He had already taken over the railway from the Russians, and throughout the whole period of the present transfer his work was incessant ; while his thorough grasp of the situation and the cordial way in which he worked with the British railway authorities contributed to a very great extent to the rapid and harmonious transfer of the railway.

I have already in connection with my Report on the work of reconstruction of the section of the railway intrusted to the British had occasion to mention the name of Major Bauer while referring to the excellent understanding which prevailed between the British and German railway troops.

"Now that his active connection with the Peking-Shanhaikwan Railway terminates, and he reverts to his position on the Staff of his Excellency the Field-Marshal, I would venture to specially recommend his name for your very favourable consideration."

I can fully indorse all that is said by Lieutenant-Colonel Macdonald regarding the ready and able assistance afforded by Major Bauer, of the German Railway Staff, and I beg to commend him to your Lordship's notice.

I would also take this opportunity of acquainting your Lordship with the invariable courtesy, tact, and patience which the authorities at German Head-quarters have exhibited throughout in all matters connected with this transfer.

No. 194.

*Lord G. Hamilton to Lieutenant-General Sir A. Gaselee.*—(Communicated by India Office, April 27.)

(Telegraphic.)

*India Office, April 26, 1901.*

PLEASE see your despatch, dated 11th March last: Transfer of railway.

Please convey to Field-Marshal Waldersee expression of my cordial recognition of courteous co-operation and assistance throughout this matter. I have had much pleasure in furnishing to Secretary of State for Foreign Affairs extracts from your despatch for information of the German Government, and I have directed particular attention to special services rendered by Major Bauer.

No. 195.

*The Marquess of Lansdowne to Sir F. Lascelles.*

Sir,

*Foreign Office, May 1, 1901.*

I TRANSMIT to your Excellency herewith a copy of a letter from the India Office,\* inclosing extracts from a despatch from the General Officer Commanding the British Contingent in China as to the assistance afforded by Major Bauer, of the German Head-quarters Staff, during the transfer of the Peking-Shanhaikwan Railway line to the British military authorities.

I have to request your Excellency to bring to the notice of the German Government the testimony borne by Sir A. Gaselee and Colonel Macdonald to the value of Major Bauer's services, and to state that the assistance rendered by that officer to the British military authorities is much appreciated by His Majesty's Government.

I am, &c.

(Signed) LANSDOWNE.





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